

# NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS



**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**

**AKRON, CO**

COLORADO

PLAINS RGNL ..... **RNAV (GPS) Rwy 11**  
NA when local weather not available.

**ALAMOSA, CO**

SAN LUIS VALLEY RGNL/

BERGMAN FIELD ..... **RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 20**

NA when local weather not available.

**ALBUQUERQUE, NM**

ALBUQUERQUE INTL

SUNPORT ..... **VOR or TACAN Rwy 8**  
Categories A,B, 900-2; Category C, 900-2½;  
Category D, 900-2¾; Category E, 900-3.

**CLAYTON, NM**

CLAYTON MUNI AIRPARK ..... **NDB Rwy 21**  
**NDB Rwy 20²**

**RNAV (GPS) Rwy 2**

**RNAV (GPS) Rwy 20**

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½,  
Category D, 900-2¾.

²Category D, 800-2¼.

**CLOVIS, NM**

CLOVIS MUNI ..... **VOR Rwy 22,800-2¼**

**NAME ALTERNATE MINIMUMS**

**COLORADO SPRINGS, CO**

CITY OF COLORADO SPRINGS

MUNI ..... **ILS or LOC Rwy 17L¹³**  
**ILS or LOC Rwy 35L²³**  
**ILS or LOC Rwy 35R³**  
**RNAV (GPS) Y Rwy 17L¹**  
**RNAV (GPS) Y Rwy 17R³⁴**  
**RNAV (RNP) Z Rwy 17R⁵**

¹Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-2¾.

²ILS, Category D, 700-2.

³NA when local weather not available.

⁴Categories A, B, 1100-2; Categories C, D,  
1100-3.

⁵Categories A, B, C, D, 800-2¼.

**CORTEZ, CO**

CORTEZ MUNI ..... **RNAV (GPS) Y Rwy 21¹**

**RNAV (GPS) Z Rwy 21²**

**VOR Rwy 21¹**

¹Category D, 900-3.

²Categories A, B, 1300-2; Categories C, D,  
1300-3.

**CRAIG, CO**

CRAIG-MOFFAT ..... **VOR/DME Rwy 7¹**

**VOR Rwy 25²**

¹1300-3.

²1700-3.

**DEMING, NM**

DEMING MUNI ..... **RNAV (GPS) Rwy 4**

**RNAV (GPS) Rwy 8**

**RNAV (GPS) Rwy 22**

**RNAV (GPS) Rwy 26**

**VOR Rwy 26**

NA when local weather not available.

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# ALTERNATE MINS

M3



NAME ALTERNATE MINIMUMS

NAME ALTERNATE MINIMUMS

## HOBBS, NM

## PORTALES, NM

LEA COUNTY RGNL ..... ILS or LOC Rwy 3<sup>1</sup>  
 LOC/DME BC Rwy 21<sup>2</sup>  
 RNAV (GPS) Rwy 3<sup>3</sup>  
 RNAV (GPS) Rwy 21<sup>2</sup>  
 RNAV (GPS) Rwy 30<sup>2</sup>  
 VOR/DME or TACAN Rwy 21<sup>2</sup>  
 VOR or TACAN Rwy 3<sup>2</sup>

PORTALES MUNI ..... RNAV (GPS) Rwy 1  
 Category D, 900-3.

## PUEBLO, CO

PUEBLO MEMORIAL ..... ILS or LOC Rwy 8L<sup>13</sup>  
 ILS or LOC Rwy 26R<sup>23</sup>  
 RNAV (GPS) Rwy 8L<sup>4</sup>  
 RNAV (GPS) Rwy 26R<sup>4</sup>  
 VOR or TACAN Rwy 26R<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when control tower closed, except standard for operators with approved weather reporting service.

<sup>3</sup>NA when local weather not available.

<sup>1</sup>ILS, Categories A,B,C,D, 700-2;

Category E, 1000-3. LOC, Category E, 1000-3.

<sup>2</sup>ILS, 700-2.

<sup>3</sup>NA when control tower closed.

<sup>4</sup>NA when local weather not available.

## LA JUNTA, CO

LA JUNTA MUNI ..... RNAV (GPS) Rwy 8  
 RNAV (GPS) Rwy 26

NA when local weather not available.

## RATON, NM

RATON MUNICIPAL/  
 CREWS FIELD ..... VOR/DME Rwy 2  
 Category A,B, 1400-2; Categories C,D, 1400-3.

## LAMAR, CO

LAMAR MUNI ..... RNAV (GPS) Rwy 18<sup>1</sup>  
 RNAV (GPS) Rwy 36<sup>2</sup>  
 VOR Rwy 18<sup>3</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>Category C, 900-2½, Category D, 900-2½.

## RIFLE, CO

GARFIELD COUNTY  
 RGNL ..... LOC/DME-A<sup>123</sup>  
 ILS Rwy 26<sup>234</sup>  
 RNAV (GPS) Y Rwy 8<sup>25</sup>  
 RNAV (GPS) W Rwy 26<sup>27</sup>  
 RNAV (GPS) X Rwy 26<sup>28</sup>  
 RNAV (RNP) Y Rwy 26<sup>26</sup>  
 RNAV (RNP) Z Rwy 8<sup>29</sup>  
 RNAV (RNP) Z Rwy 26<sup>2</sup>  
 VOR/DME-C<sup>5</sup>

<sup>1</sup>Categories A,B, 2400-2; Category C, 2400-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Not authorized 0200-1300Z.

<sup>4</sup>ILS, Categories A,B,C, 1300-4.

<sup>5</sup>Categories A,B, 1900-2; Category C, 1900-3.

<sup>6</sup>Categories A,B,C, 800-2½.

<sup>7</sup>Categories A,B, 1700-2; Category C, 1700-3.

<sup>8</sup>Categories A,B,C, 900-2½.

<sup>9</sup>Categories A,B,C, 900-3.

## LAS VEGAS, NM

LAS VEGAS MUNI ..... RNAV (GPS) Rwy 2  
 RNAV (GPS) Rwy 20  
 RNAV (GPS) Rwy 32  
 VOR Rwy 2  
 VOR Rwy 20

NA when local weather not available.

## LONGMONT, CO

VANCE BRAND ..... RNAV (GPS) Rwy 29  
 NA when local weather not available.

## MEEKER, CO

MEEKER ..... RNAV (GPS) Rwy 3  
 Categories A, B, 1600-2; Category C, 1600-3.

## MONTROSE, CO

MONTROSE  
 RGNL ..... ILS or LOC/DME Rwy 17  
 RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 35  
 RNAV (GPS) Y Rwy 17  
 RNAV (GPS) Z Rwy 17  
 VOR/DME Rwy 13

Category C, 1000-2½; Category D, 1000-3.

## ROSWELL, NM

ROSWELL  
 INTL AIR CENTER ..... ILS Rwy 21<sup>1</sup>  
 LOC BC Rwy 3<sup>1</sup>  
 RNAV (GPS) Rwy 3<sup>2</sup>  
 RNAV (GPS) Rwy 17<sup>2</sup>  
 RNAV (GPS) Rwy 21<sup>2</sup>  
 RNAV (GPS) Rwy 35<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

## PAGOSA SPRINGS, CO

STEVENS FIELD ..... RNAV (GPS)-A  
 NA when local weather not available.

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NAME ALTERNATE MINIMUMS

**SANTA FE, NM**

SANTA FE MUNI ..... ILS or LOC Rwy 2<sup>12</sup>  
VOR/DME-A<sup>34</sup>  
VOR Rwy 33<sup>34</sup>
<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.

<sup>3</sup>Category D, 800-2¼.

<sup>4</sup>NA when control tower closed except for operators with approved weather reporting service.

**SILVER CITY, NM**

GRANT COUNTY ..... VOR-A  
VOR/DME-B

NA when Deming FSS closed.

**TAOS, NM**

TAOS REGIONAL ..... VOR/DME-B  
Categories A,B, 1000-2; Category C, 1000-2¾;  
Category D, 1000-3.

**TELLURIDE, CO**

TELLURIDE RGNL ..... LOC/DME Rwy 9  
Categories A, B, 2300-2.

**TRUTH OR CONSEQUENCES, NM**

TRUTH OR CONSEQUENCES

MUNI ..... VOR-A  
Category D, 800-2¼.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

**AKRON, CO**

COLORADO PLAINS RGNL (AKO)  
ORIG 09127 (FAA)

NOTE: **Rwy 11**, rod on obstruction light on anemometer 314' from DER, 525' left of centerline, 26' AGL/4695' MSL. Lights on hangers 412' from DER, 301' left of centerline, 18' AGL/4687' MSL. **Rwy 29**, vehicles on roadway beginning 971' from DER, 315' left of centerline, 15' AGL/4741' MSL. Trees beginning 1651' from DER, 528' left of centerline, up to 100' AGL/4839' MSL.

**ALAMOGORDO, NM**

ALAMOGORDO-WHITE SANDS RGNL

TAKE-OFF MINIMUMS: **Rwys 16, 21, 34**, NA  
DEPARTURE PROCEDURE: Use CORONA ONE  
Departure.

**ALAMOSA, CO**

SAN LUIS VALLEY RGNL-BERGMAN FIELD

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA.  
DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20**, turn left. Climb direct ALS VORTAC, continue climb in ALS VORTAC holding pattern (SE, right turns, 301° inbound) to depart ALS VORTAC at airway MEA/MCA, all others climb to 16000.

NAME TAKE-OFF MINIMUMS

**ALBUQUERQUE, NM**

ALBUQUERQUE INTL SUNPORT (ABQ)  
AMDT 5 08157

TAKE-OFF MINIMUMS: **Rwy 3**, 200 - 1 or std. w/min. climb of 240' per NM to 5600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of rwy, **Rwy 8**, std. w/min. climb of 515' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 3, 30, 35**, climbing left turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 8**, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (do not exceed 250 kts until ABQ VORTAC). **Rwys 12, 17, 21**, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 26**, climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.

# ALBUQUERQUE INTL SUNPORT (CON'T)

NOTE: **Rwy 3**, light 549' from departure end of runway, 575' right of centerline, 29' AGL/5344' MSL. Light 2109' from departure end of runway, 1001' left of centerline, 67' AGL/5382' MSL. Multiple tanks beginning 4962' from departure end of runway, 1708' left of centerline, up to 154' AGL/5469' MSL. **Rwy 12**, electrical equipment 36' from departure end of runway, 214' right of centerline, 20' AGL/5315' MSL. **Rwy 17**, light 114' from departure end of runway, 360' right of centerline, 19' AGL/5328' MSL. Pole 248' from departure end of runway, 423' left of centerline, 32' AGL/5321' MSL. **Rwy 21**, terrain beginning 23' from departure end of runway, 277' left to 291' right of centerline, up to 5319' MSL. **Rwy 30**, tower 1057' from departure end of runway, 743' right of centerline, 93' AGL/5393' MSL. **Rwy 35**, light on fence 106' from departure end of runway, 11' right of centerline, 11' AGL/5326' MSL. Sign 165' from departure end of runway, 140' left of centerline, 13' AGL/5328' MSL. Vehicles on road 215' from departure end of runway, from left to right of centerline, up to 15' AGL/5335' MSL. Multiple trees beginning 314' from departure end of runway, 53' left of centerline, up to 50' AGL/5367' MSL. Multiple trees beginning 329' from departure end of runway, 172' right of centerline, up to 50' AGL/5362' MSL. Tower 3208' from departure end of runway, 860' right of centerline, 100' AGL/5410' MSL.

## DOUBLE EAGLE II (AEG)

AMDT 1 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 035° to 11700 before turning right, all others turn left on course. **Rwy 17**, climb heading 169° to 9400 before turning left, all others turn right on course. **Rwy 22**, climb heading 215° to 9100 before turning left, all others turn right on course. **Rwy 35**, climb heading 349° to 11000 before turning right, all others turn left on course.

NOTE: **Rwy 17**, antenna 64' from departure end of runway, 395' left of centerline, 8' AGL/5807' MSL. Tree 3482' from departure end of runway, 1409' right of centerline, 100' AGL/5919' MSL. **Rwy 35**, antenna 53' from departure end of runway, 405' right of centerline, 9' AGL/5808' MSL.

## ANGEL FIRE, NM

ANGEL FIRE (AXX)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, NA-obstacles.  
DEPARTURE PROCEDURE: **Rwy 17**, use ANEKE RNAV DEPARTURE.

## ASPEN, CO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, NA-terrain.  
DEPARTURE PROCEDURE: **Rwy 33**, use SARDD DEPARTURE.

## BELEN, NM

ALEXANDER MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 21**, std. with min. climb of 326' per NM to 11700, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Alexander Municipal Airport at or above 7500.

## BUCKLEY AFB (KBKF)

AURORA, CO

Rwy 14, 700-1\*

\* Or standard with minimum climb of 240/NM to 5700.

TAKE-OFF OBSTACLES: Rwy 14: Rising Terrain 5685' to 5700' MSL 975'-1355' from departure end of rwy, 210'-270' right of centerline.

## BUENA VISTA, CO

CENTRAL COLORADO RGNL

TAKE-OFF MINIMUMS: **Rwy 15**, std. with a min. climb of 400' per NM to 8200 then 340' per NM to 15500.

**Rwy 33**, NA-due to terrain.

DEPARTURE PROCEDURE: **Rwy 15**, use PUEBLO

RNAV DEPARTURE. **Rwy 33**, NA-due to terrain.

NOTE: **Rwy 15**, tree 4468' from departure end of runway, 659' right of centerline, 60' AGL/8159' MSL.

## BUTTS AAF (KFCS)

FORT CARSON, CO

..... Rwy 31, 400-1\*

\* Or standard with a minimum climb of 210/NM to 6100'.

Rwy 13 climbing left turn heading 080° within 1 mile.

Rwy 31 climbing right turn heading 80° within 1 mile.

All aircraft continue climb via hdg 080° until joining V-81.

## CANNON AFB (KCVS),

CLOVIS, NM. .... (07354 USAF)

DIVERSE DEPARTURES AUTHORIZED ALL RWYS

TAKE-OFF OBSTACLES: **Rwy 04**: Terrain 4304'

MSL, 0' from DER, 25' to 222' right of centerline.

Terrain 4305' MSL, 16' to 268' from DER, 500' left of centerline. Terrain 4329' MSL, 1124' from DER, 800' left of centerline.

**Rwy 13**: Terrain 4284' MSL, 0' to 409' from DER, 41' to 500' left of centerline. Terrain 4280' MSL, 66' to 528' from DER, 500' to 585' right of centerline.

**Rwy 22**: Terrain 4295' MSL, 0' to 538' from DER, 61' to 636' left of centerline. Terrain 4281' MSL, 66' from DER, 258' right of centerline.

**Rwy 31**: Terrain 4294' MSL, 0' from DER, 500' left of centerline. Terrain 4304' MSL, 370' from DER, 588' left of centerline. Power Pole 25' AGL/4357' MSL, 2517' from DER, 98' left of centerline. Terrain 4314' MSL, 197' to 317' from DER, 500' to 585' right of centerline.

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**CANON CITY, CO****FREMONT COUNTY**

TAKE-OFF MINIMUMS: **Rwy 29**, 4600-2 or std. with a min. climb of 450' per NM to 10400.

DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading. **Rwy 29**, turn left heading 115°.

All aircraft intercept and climb via PUB VORTAC R-262 (V244) PUB VORTAC before proceeding on course.

**CLAYTON, NM****CLAYTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 30**, 1300-1 or std. with a min. climb of 244' per NM until 6700.

**COLORADO SPRINGS, CO****CITY OF COLORADO SPRINGS MUNI (COS)****AMDT 9 10266 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/min. climb of 220' per NM to 6900. **Rwy 35L**, 300-1½ or std. w/min. climb of 213' per NM to 6400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

DEPARTURE PROCEDURE: **Rwys 13, 17L, 17R**, climbing left turn direct BRK VORTAC, thence... **Rwys 31, 35L, 35R**, climbing right turn direct BRK VORTAC, thence...

All Aircraft, climb direct BRK VORTAC. Aircraft departing on BRK R-325 CW R-153 climb on course. Aircraft departing on BRK R-154 CW R-324 climb in BRK holding pattern (Northwest, left turns, 154° inbound) to cross BRK VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 13**, multiple trees beginning 126' from DER, 235' left of centerline, up to 30' AGL/6196' MSL. Multiple trees beginning 171' from DER, 372' right of centerline, up to 30' AGL/6183' MSL. **Rwy 17R**, tree 956' from DER, 573' left of centerline, 30' AGL/6091' MSL. Tree 1074' from DER, 181' right of centerline, 30' AGL/6094' MSL. **Rwy 35L**, multiple trees beginning 535' from DER, 416' right of centerline, up to 30' AGL/6337' MSL.

**CORTEZ, CO****CORTEZ MUNI (CEZ)****AMDT 3 10098 (FAA)**

DEPARTURE PROCEDURE: use LEDVE  
DEPARTURE.

**CRAIG, CO****CRAIG-MOFFAT**

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 800-1½, or std. with a min. climb of 400' per NM to 7000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb direct CHE VOR/DME and hold (W, right turns, 108° inbound) climbing to: aircraft departing CHE R-213 CW R-296 depart on course; all others continue climbing to cross CHE at or above; CHE R-076 CW R-114 10500, R-115 CW R-212 11300, and R-297 CW R-076 11300.

**DEMING, NM****DEMING MUNI**

TAKE-OFF MINIMUMS: **Rwy 4**, NA.

DEPARTURE PROCEDURE: WESTBOUND: **Rwy 8**, climbing left turn heading 214°; **Rwy 22**, climbing right turn heading 302°; **Rwy 26**, climbing right turn heading 275°; intercept DMN VORTAC R-258 then via V94 on course. EASTBOUND: **Rwy 8**, climb direct DMN VORTAC; **Rwys 22, 26**, climbing right turn direct DMN VORTAC; then via V94 on course. NORTHBOUND: **Rwy 8**, climb direct DMN VORTAC; **Rwys 22, 26**, climbing right turn direct DMN VORTAC; then via V110 on course.

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## DENVER, CO

CENTENNIAL (APA)  
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L**, std. w/ min. climb of 253' per NM to 6900. **Rwy 17R**, std. w/ min. climb of 370' per NM to 6900.

DEPARTURE PROCEDURE: **Rwy 10**, when departing on course between 159° CCW to 330° from departure end of runway climb heading 100° to 6300. All other courses: climbing left turn heading 326° to intercept DEN VOR/DME R-191 to DEN VOR/DME, thence... **Rwys 17L, 17R**, climb on a heading between 346° CW to 159° from departure end of runway. All other courses: climbing left turn heading 331° to intercept DEN VOR/DME R-196 to DEN VOR/DME, thence... **Rwy 28**, climb on a heading between 330° CW to 100° from departure end of runway. All other courses: climbing right turn heading 072° to intercept DEN VOR/DME R-207 to DEN VOR/DME, thence... **Rwy 35L**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 347° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence... **Rwy 35R**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 347° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence...

... Climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 10**, terrain beginning 238' from departure end of runway, 30' right of centerline, up to 5859' MSL. Fences beginning 1211' from departure end of runway, 233' right of centerline, up to 8' AGL/5841' MSL. Multiple bushes beginning 1378' from departure end of runway, 284' right of centerline, up to 6' AGL/5840' MSL. Multiple roads with vehicles beginning 198' from departure end of runway, 404' left of centerline, up to 15' AGL/5835' MSL. Terrain 1357' from departure end of runway, 253' left of centerline, 5829' MSL. **Rwy 17L**, multiple trees beginning 2968' from departure end of runway, 761' right of centerline, 100' AGL/5976' MSL. **Rwy 17R**, terrain 181' from departure end of runway, 496' right of centerline, 5887' MSL. Fence 538' from departure end of runway, 196' right of centerline, 8' AGL/5889' MSL. Multiple trees beginning 562' from departure end of runway, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from departure end of runway, 256' right of centerline, up to 30' AGL/5942' MSL. Vehicles on roads beginning 2812' from departure end of runway, on centerline, up to 17' AGL/5946' MSL. Obstruction light on building 3282' from departure end of runway, 842 feet right of centerline, 90' AGL/6021' MSL. **Rwy 28**, terrain beginning 89' from departure end of runway, from 513' left to 137' right of centerline, up to 5849' MSL. Windsock 100' from departure end of runway, 183' left of centerline, 15' AGL/5832' MSL. Multiple trees beginning 1640' from departure end of runway, 731' left of centerline, up to 100' AGL/5959' MSL. **Rwy 35L**, terrain beginning 54' from departure end of runway, 110' right of centerline, up to 5829' MSL.

## DENVER, CO (CON'T)

DENVER INTL (DEN)  
AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb on a heading between 312° CW to 215° from departure end of runway. All other courses: climbing right turn, thence... **Rwy 8**, climb on a heading between 307° CW to 218° from departure end of runway. All other courses: climbing right turn, thence... **Rwys 16L, 16R**, climb on a heading between 210° CCW to 350° from departure end of runway. All other courses: climbing left turn, thence... **Rwys 17L, 17R**, climb on a heading between 219° CCW to 350° from departure end of runway. All other courses: climbing right turn, thence... **Rwy 25**, climb on a heading between 314° CW to 080° or 203° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence... **Rwy 26**, climb on a heading between 310° CW to 080° or 216° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence... **Rwys 34L, 34R**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing right turn, thence... **Rwys 35L, 35R**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence... direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 8**, multiple trees beginning 115' from departure end of runway, 444' right of centerline, up to 100' AGL/5389' MSL. **Rwy 16L**, tower 4722' from departure end of runway, 1359' left of centerline, 153' AGL/5473' MSL. Antenna on obstruction light tower 4746' from departure end of runway, 1358' left of centerline, 153' AGL/5473' MSL. **Rwy 17L**, multiple trees beginning 247' from departure end of runway, 543' right of centerline, up to 100' AGL/5489' MSL. **Rwy 17R**, multiple trees beginning 1457' from departure end of runway, 759' right of centerline, up to 100' AGL/5529' MSL. **Rwy 25**, multiple trees beginning 303' from departure end of runway, 557' right of centerline, up to 100' AGL/5439' MSL. **Rwy 34L**, multiple trees beginning 273' from departure end of runway, 537' right of centerline, up to 100' AGL/5399' MSL. **Rwy 34R**, multiple trees beginning 471' from departure end of runway, 580' right of centerline, up to 100' AGL/5449' MSL. **Rwy 35L**, terrain beginning 149' from departure end of runway, 34' right of centerline, up to 5414' MSL.

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**DENVER, CO (CON'T)****FRONT RANGE (FTG)**

AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb on a heading between 310° CW to 225° from departure end of runway. All other courses: climbing left turn, then... **Rwy 17**, climb on a heading between 350° CW to 226° from departure end of runway. All other courses: climbing right turn, then... **Rwy 26**, climb on a heading between 311° CW to 080° or between 224° CCW to 080° from departure end of runway. All other courses: climbing right turn, then... **Rwy 35**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, then...

... Direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 17**, multiple trees beginning 247' from departure end of runway, 534' left of centerline, up to 50' AGL/5629' MSL. Multiple trees beginning 293' from departure end of runway, 555' right of centerline, up to 50' AGL/5599' MSL. Pole 3618' from departure end of runway, 516' left of centerline, 92' AGL/5603' MSL. **Rwy 26**, multiple trees beginning 255' from departure end of runway, 317' left of centerline, up to 50' AGL/5499' MSL. Multiple trees beginning 272' from departure end of runway, 498' right of centerline, up to 50' AGL/5479' MSL.

**ROCKY MOUNTAIN METROPOLITAN (BJC)**

AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29L**, 200-1 or std. w/min. climb of 402' per NM to 5900.

DEPARTURE PROCEDURE: **Rwy 2**, climb on a heading between 350° CW to 160° from departure end of runway. All other courses: climbing right turn heading 147° to intercept DEN VOR/DME R-282 to DEN VOR/DME, then... **Rwys 11L, 11R**, climb on a heading between 160° CCW to 350° from departure end of runway. All other courses: climb heading 113° to intercept DEN VOR/DME R-272 to DEN VOR/DME, then... **Rwy 20**, climb on a heading between 160° CCW to 024° from departure end of runway. All other courses: climbing left turn heading 044° to intercept DEN VOR/DME R-269 to DEN VOR/DME, then... **Rwy 29R**, climb on a heading between 350° CW to 113° from departure end of runway. All other courses: climbing right turn heading 142° to intercept DEN VOR/DME R-277 to DEN VOR/DME, then... **Rwy 29L**, climb on a heading between 350° CW to 113° from departure end of runway. All other courses: Climbing right turn heading 142° to intercept DEN VOR/DME R-276 to DEN VOR/DME, then...

... climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 2**, pole 432' from departure end of runway, 370' right of centerline, 49' AGL/5619' MSL. **Rwy 29L**, terrain beginning 45' from departure end of runway 292' left of centerline, up to 5839' MSL. Fence 1015' from departure end of runway 392' left of centerline, 15' AGL/5725' MSL. Fence 982' from departure end of runway 303' left of centerline, 14' AGL/5714' MSL. Multiple trees beginning 687' from departure end of runway 615' right of centerline up to 70' AGL/5839' MSL. Tree 3196' from departure end of runway 1337' left of centerline, 70' AGL/5839' MSL.

**DURANGO, CO**

DURANGO-LA PLATA COUNTY (DRO)

AMDT 6A 09015

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min. climb of 215' per NM to 7600, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn to 9000 heading 160° and DRO VOR/DME R-125 to RESER INT, or for climb in visual conditions: Cross Durango-La Plata County Airport Southeast bound at or above 8200 MSL, then proceed on DRO VOR/DME R-125 to RESER INT. **Rwy 21**, climbing right turn to 9500 heading 280° and DRO VOR/DME R-235 to MARKE INT.

NOTE: **Rwy 3**, trees beginning 1223' from departure end of runway, 794' left of centerline, up to 42' AGL/6741' MSL. Trees beginning 488' from departure end of runway, 431' right of centerline, up to 42' AGL/6698' MSL. Vehicles on road beginning 8' from departure end of runway, right and left of centerline, up to 15' AGL/6706' MSL.

**EAGLE, CO**

EAGLE COUNTY RGNL (EGE)

AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: use GYPSUM DEPARTURE.

**ERIE, CO**

ERIE MUNI

TAKE-OFF MINIMUMS: **Rwy 15**, 500-2 or std. with a min. climb gradient of 270' per NM to 5700.

DEPARTURE PROCEDURE: **Rwys 9, 15**, turn right; **Rwys 27, 33**, turn left; climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

**FARMINGTON, NM**

FOUR CORNERS RGNL (FMN)

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwys 5, 23, 25**, climbing right turn direct RSK VORTAC. Continue climb in RSK VORTAC holding pattern (hold East, left turn, 252° inbound) to cross RSK VORTAC at or above MEA for route of flight. **Rwy 7**, climb direct RSK VORTAC. Continue climb in RSK VORTAC holding pattern (hold East, left turn, 252° inbound) to cross RSK VORTAC at or above MEA for route of flight.

NOTE: **Rwy 5**, sign 27' from DER, 464' right of centerline, 13' AGL/5513' MSL. Building 4005' from DER, 654' right of centerline, 96' AGL/5608' MSL. **Rwy 25**, sign 37' from DER, 218' left of centerline, 10' AGL/5479' MSL. Obstruction light on DME 200' from DER, 442' left of centerline, 24' AGL/5493' MSL. Sign 37' from DER, 218' left of centerline, 10' AGL/5479' MSL.



## FORT COLLINS, CO

FORT COLLINS-LOVELAND MUNI (FNL)

AMDT 5 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,24**, NA-VFR runway.  
DEPARTURE PROCEDURE: **Rwy 15**, climb on heading between 117° CCW to 329° from departure end of runway. All other courses: climbing left turn heading 017° to intercept GLL VORTAC R-242 to GLL VORTAC, thence...**Rwy 33**, climb on heading between 323° CW to 148° from departure end of runway. All other courses: climbing right turn heading 122° to intercept GLL VORTAC R-257 to GLL VORTAC, thence...  
...climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 33**, multiple trees beginning 833' from departure end of runway, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from departure end of runway, 540' left of centerline, up to 26' AGL/4995' MSL.

## GALLUP, NM

GALLUP MUNI

TAKE-OFF MINIMUMS: **Rwy 6**, CAT A,B 1300-2 or std. with a min. climb of 300' per NM until passing 8000. CAT C,D 1600-3 or std. with a min. climb of 320' per NM until passing 8500. **Rwy 24**, 700-2 or std. with a min. climb of 370' per NM until passing 8000.

DEPARTURE PROCEDURE: **Rwy 6**, turn left.

All aircraft climb direct GUP VORTAC. Departures via GUP R-190 CW R-242 climb on course. Departures via GUP R-243 CW R-189 climb in GUP holding pattern (SW, right turns, 047° inbound) to cross GUP at or above 9000.

## GRAND JUNCTION, CO

GRAND JUNCTION RGNL (GJT)

AMDT 11 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, NA-obstacles. **Rwy 22**, NA-obstacles, facility reception (JNC VOR/DME).

DEPARTURE PROCEDURE: **Rwys 11,29**, use MONUMENT DEPARTURE.

## GRANTS, NM

GRANTS-MILAN MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 2400-2 or std. with a min. climb of 420' per NM to 11000. **Rwy 31**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to join V12 at or above 11000 before proceeding on course.

## GREELEY, CO

GREELEY-WELD COUNTY (GXY)

AMDT 3 08241 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb on a heading between 289° CW to 211° from departure end of runway. All other courses: climbing left turn, thence...**Rwy 16**, climb on a heading between 209° CCW to 347° from departure end of runway. All other courses: climbing left turn, thence...**Rwy 27**, climb on a heading between 291° CW to 094° or 206° CCW to 094° from departure end of runway. All other courses: climbing right turn, thence...**Rwy 34**, climb on a heading between 290° CW to 166° from departure end of runway. All other courses: climbing right turn, thence...

...direct GLL VORTAC, climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 27**, tree 1634' from departure end of runway, 836' left of centerline, 56' AGL/4717' MSL, fence 237' from departure end of runway, 422' right of centerline, 9' AGL/4670' MSL, fence 99' from departure end of runway, 423' left of centerline, 4' AGL/4665' MSL. **Rwy 34**, multiple trees beginning 1860' from departure end of runway, 595' right of centerline, up to 67' AGL/4785' MSL, tree 2854' from departure end of runway, 524' left of centerline, 73' AGL/4770' MSL.

## GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL

TAKE-OFF MINIMUMS: **Rwy 6**, 1600-3 or 600-2 with a min. climb of 550' per NM to 9500. **Rwy 24**, 1200-3 or 400-2 with a min. climb of 350' per NM to 9500.

**Rwys 17,35**, NA.

DEPARTURE PROCEDURE: **Rwy 6**, at departure end of runway, climb heading 072° to 9500 then climbing right turn direct HBU VOR/DME. Aircraft unable to maintain 550' per NM must maneuver visually to depart the 11 DME fix inbound to the HBU VOR/DME on the HBU R-062 at or above 9200. **Rwy 24**, climb runway heading to 8400 then climbing left turn direct HBU VOR/DME. Aircraft unable to maintain 350' per NM must maneuver visually to depart the 4 DME fix inbound to the HBU VOR/DME on the HBU R-010 at or above 8800.

All aircraft continue climbing in HBU holding pattern (SW, left turns, 031° inbound) to depart HBU VOR/DME at or above: R-261 CW R-280, 10800; R-281 CW R-189 and R-191 CWR-260, 13000; R-190, 12500.

## HAYDEN, CO

YAMPA VALLEY (HDN)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/min. climb of 400' per NM to 12200, or 3200-3 for climb in visual conditions. **Rwy 28**, std. w/min. climb of 245' per NM to 9500, or 3200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb on heading 147° to 12200 before proceeding on course. **Rwy 28**, climb on heading 238° to 9500 before proceeding on course. **Rwys 10,28**, for climb in visual conditions: cross Yampa Valley airport at or above 9700 before proceeding on course.

NOTE: **Rwy 10**, tree 241' from DER, 420' right of centerline, 100' AGL/6699' MSL. Tree 644' from DER, 340' left of centerline, 100' AGL/6699' MSL. Multiple transmission towers, beginning 3606' from DER, left to right of centerline, up to 145' AGL/6745' MSL. Terrain beginning 1714' from DER, 707' right of centerline, up to 6676' MSL.







## HOBBS, NM

### LEA COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ a min. climb of 218' per NM to 4300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 3**, multiple trees beginning 546' from departure end of runway, 811' right of centerline, up to 40' AGL/3700' MSL. Sign 822' from departure end of runway, 694' left of centerline, 38' AGL/3676' MSL. **Rwy 8**, tower 3 NM from departure end of runway, 2587' right of centerline, 515' AGL/4120' MSL. **Rwy 12**, road at departure end of runway, 112' right of centerline, 15' AGL/3654' MSL. **Rwy 17**, obstruction light on glideslope, 1014' from departure end of runway, 486' right of centerline, 37' AGL/3687' MSL. **Rwy 21**, tree 1304' from departure end of runway, 726' right of centerline, 46' AGL/3690' MSL. **Rwy 26**, road 253' from departure end of runway, across centerline, 15' AGL/3669' MSL. **Rwy 30**, wind sock 103' from departure end of runway, 280' left of centerline, 16' AGL/3675' MSL, pole 1035' from departure end of runway, 540' right of centerline, 25' AGL/3689' MSL. **Rwy 35**, multiple fences, roads and poles beginning 103' from departure end of runway, across centerline, up to 37' AGL/3696' MSL, pole 299' from departure end of runway, 495' left of centerline, 25' AGL/3689' MSL, pole 293' from departure end of runway, 94' right of centerline, 25' AGL/3682' MSL.

## HOLLOMAN AFB (KHMN),

ALAMOGORDO, NM . . . . .ORIG, 08101

**Rwy 7**, NA

**Rwy 16**, 8000-3\*

**Rwy 22**, 8000-3\*\*

**Rwy 25**, 8000-3\*

**Rwy 34**, 8000-3\*\*\*

\* Or standard with minimum climb of 510'/NM to 14,100.

\*\* Or standard with minimum climb of 470'/NM to 14,100.

\*\*\* Or standard with minimum climb of 490'/NM to 14,100.

**Rwy 16, 22, 25, 34**, RADAR REQUIRED (when R-5103C not under Holloman Approach or Cherokee control).

TAKE-OFF OBSTACLES: **Rwy 16**, Terrain 4052' MSL, 46' from DER, 512' left of centerline; Terrain 4052' MSL, 16' from DER, 500' left of centerline; Terrain 4052' MSL, 12' from DER, 503' left of centerline; Vehicle on road 15' AGL/4180' MSL, 589' from DER, 1170' right of centerline; Building 17' AGL/4070' MSL, 67' from DER, 283' right of centerline. **Rwy 22**, Terrain 4058' MSL, 4' from DER, 63' left of centerline; Terrain 4060' MSL, 127' from DER, 534' right of centerline; Terrain 4059' MSL, 0' from DER, 500' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1963' from DER, 422' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1977' from DER, 90' right of centerline. **Rwy 25**, Vehicle on road 10' AGL/4190' MSL, 4387' from DER, 14' left of centerline; Vehicle on road 10' AGL/4190' MSL, 4225' from DER, 303' left of centerline; Vehicle on road 15' AGL/4190' MSL, 1812' from DER, 1464' left of centerline.

## HOLYOKE, CO

### HOLYOKE

NOTE: **Rwy 14**, trees 2012' from departure end of runway, 29' left of centerline, 100' AGL/3829' MSL. **Rwy 32**, trees 1009' from departure end of runway, 697' left of centerline, 100' AGL/3839' MSL.

## KREMMLING, CO

### MC ELROY AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 2600-2 or std. with a min. climb of 370' per NM to 12700. **Rwy 27**, 3200-2 or std. with a min. climb of 500' per NM to 12700.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 10000, then climbing right turn. **Rwy 27**, climb runway heading to 10900, then climbing left turn. **All aircraft** proceed direct RLG VOR/DME. Continue climb to 13,000 in RLG holding pattern (hold SW, left turns, 051° inbound).

## LA JUNTA, CO

### LA JUNTA MUNI

DEPARTURE PROCEDURE: **Rwy 8**, climb via heading 080°. **Rwy 12**, climb via heading 120°. **Rwy 26**, turn left heading 160°. **Rwy 30**, turn left heading 140°. **All aircraft**, intercept LAA R-238 (V210) to LAA VORTAC. When at or above 8000 proceed on course.

## LAMAR, CO

### LAMAR MUNI

DEPARTURE PROCEDURE: **Rwys 8, 36**, turn left. **Rwy 18**, turn left/right. **Rwy 26**, turn right. Direct LAA VORTAC. Aircraft departing LAA R-048 CW R-118 climb on course. All others continue climbing in LAA holding pattern (N, right turns, 169° inbound) to 6000 before proceeding on course.

## LAS CRUCES, NM

### LAS CRUCES INTL

DEPARTURE PROCEDURE: **Rwys 4, 8**, climbing right turn. **Rwy 12**, CAT A/B, climb runway heading CAT C,D, NA. **Rwys 22, 26**, climbing left turn. **Rwy 30**, climbing runway heading to 5100 then climbing left turn. **All aircraft** climb direct HAWKE LOM. Continue climb in HAWKE holding pattern (SE, left turns, 304° inbound) to cross HAWKE LOM at or above 10000 before proceeding on course.

## LAS VEGAS, NM

### LAS VEGAS MUNI

DEPARTURE PROCEDURE: **Rwys 2, 14** turn left/right. **Rwy 20**, turn left (except via FTI R-215). **Rwy 32**, turn right. Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turbojet aircraft)

## LEADVILLE, CO

### LAKE COUNTY (LXV)

#### AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, use LOZUL (RNAV) DEPARTURE. **Rwy 34**, use DAVVY (RNAV) DEPARTURE.





## LONGMONT, CO

### VANCE BRAND

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1 or std. with a min. climb of 250' per NM until passing 5400.

**Rwy 29**, CAT A, B 1900-3 or std. with a min. climb of 380' per NM until passing 7000. CAT C, D NA.

DEPARTURE PROCEDURE: Comply with RADAR vectors, or: **Rwys 11, 29**, turn right climb direct BJC VOR/DME. Departures on BJC R-340 CWR-150 climb on course. All others climb in BJC holding pattern (NE, left turns, 203° inbound) to cross BJC VOR/DME at or above 13300.

NOTE: Climb in holding NA for turbojet aircraft.

## LOS ALAMOS, NM

### LOSALAMOS

TAKE-OFF MINIMUMS: **Rwy 27**, NA-obstacles and airport restriction.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° until intercepting SAF VORTAC R-354. Northbound proceed via V83 climbing to 11000. Southbound proceed via V83 at 9000.

## LOVINGTON, NM

### LEA COUNTY-ZIP FRANKLIN MEMORIAL

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 4700 before turning on course. **Rwy 12**, 35' AGL powerline 1250' from departure end of runway 150' right of centerline. **Rwy 21**, 40' AGL tower 936' from departure end of runway 273' right of centerline.

**Rwy 30**, 50' AGL windmill 1800' from departure end of runway 50' right of centerline.

## MEEKER, CO

### MEEKER (EEO)

#### AMDT 1 08157

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.

NOTE: **Rwy 21**, multiple trees beginning 843' from departure end of runway, 20' left of centerline, up to 100' AGL/7190' MSL. Multiple trees beginning 227' from departure end of runway, 187' right of centerline, up to 100' AGL/6862' MSL.

## MONTE VISTA, CO

### MONTE VISTA MUNI

DEPARTURE PROCEDURE: **Rwy 2**, climbing right turn. **Rwy 20**, climbing left turn. **All aircraft**, climb direct ALS VORTAC, continue climb in ALS holding pattern (SE, right turns, 301° inbound) to cross ALS VORTAC at or above 11,000, except V210 westbound 11,200 and J102 northeastbound 13,700, before proceeding enroute.

## MONTROSE, CO

### MONTROSE RGNL (MTJ)

#### AMDT 4 09127 (FAA)

DEPARTURE PROCEDURE: Use MONTROSE DEPARTURE.

## NUCLA, CO

### HOPKINS FIELD

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA-environmental DEPARTURE PROCEDURE: **Rwys 5, 23**, use NUCLA (RNAV) DEPARTURE.

## PAGOSA SPRINGS, CO

### STEVENS FIELD (PSO)

#### ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 437' per NM to 9600, or 1900-3 for climb in visual conditions.

**Rwy 19**, std. w/ min. climb of 296' per NM to 9300, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn via heading 216° to intercept DRO VOR/DME R-066 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME ....

**Rwy 19**, climb via heading 194° to intercept DRO VOR/DME R-075 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME ....

... thence cross DRO VOR/DME at MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 1**, terrain beginning 30' from departure end of runway, 53' left of centerline, up to 7697' MSL. Terrain beginning 127' from departure end of runway, 69' right of centerline, up to 7681' MSL. Multiple trees beginning 940' from departure end of runway, left and right of centerline, up to 100' AGL/7739' MSL. **Rwy 19**, multiple trees beginning 664' from departure end of runway, 156' left of centerline, up to 100' AGL/7693' MSL. Multiple trees beginning 1625' from departure end of runway, 5' right of centerline, up to 100' AGL/7698' MSL.



## PUEBLO, CO

### PUEBLO MEMORIAL (PUB)

AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¼ or standard w/ a min. climb of 254' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 8L**, climb heading 077° to 5500, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 8R**, climb heading 077° to 5400, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

**Rwy 17**, climb heading 167° to 5800, then climbing left turn via heading 050 and PUB R-180 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26L**, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26R**, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 35**, climb heading 347° to 5200, then climbing right turn via heading 150° and PUB R-360 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 8L**, rising terrain 57' from DER, 123' left of centerline, up to 4649' MSL. **Rwy 8R**, rising terrain 180' from DER, 58' left of centerline, up to 4659' MSL.

**Rwy 26L**, rising terrain 110' from DER, 182' right of centerline, up to 4659' MSL, rising terrain 128' from DER, 122' left of centerline, up to 4659' MSL. **Rwy 26R**, rising terrain 208' from DER, 446' right of centerline, up to 4679' MSL. **Rwy 35**, rising terrain 2' from DER, 7' left of centerline, up to 4749' MSL, rising terrain 196' from DER, 11' right of centerline, up to 4793' MSL, transmission poles 1.1 NM from DER, 703' right of centerline, 46' AGL/4925' MSL, radar reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

## RATON, NM

### RATON MUNI/CREWS FIELD

DEPARTURE PROCEDURE: When weather below 1500-2: **Rwys 2,7**, climb on CIM R-040 northeastbound to 8000, then on course to assigned altitude. **Rwys 20,25**, climb on CIM R-040 southwestbound to 8000, then on course to assigned altitude.

## RIFLE, CO

### GARFIELD COUNTY RGNL (RIL)

AMDT 8 08157

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ a min. climb of 369' per NM to 12400 or 5400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, DME required. Climb via RIL R-081 to ZOBAK/10 DME, then climbing left turn direct RIL VOR/DME. Climb in RIL VOR/DME holding pattern (Hold E, right turn, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute, or for climb in visual conditions cross Garfield County Rgnl Airport at or above 10800 before proceeding on course. **Rwy 26**, use SQUAT RNAV DEPARTURE.

NOTE: **Rwy 8**, transmission line towers beginning 1.2 NM from departure end of runway, 437' right of centerline, up to 150' AGL/6069' MSL. Trees beginning 1.9 NM from departure end of runway, 647' right of centerline, up to 100' AGL/5983' MSL. Terrain beginning 124' from departure end of runway, 287' right of centerline, up to 5863' MSL. Pole 1083' from departure end of runway, 656' right of centerline, 28' AGL/5588' MSL.

## ROSWELL, NM

### ROSWELL INTL AIR CENTER

DEPARTURE PROCEDURE: **Rwy 30**, climb to 6000 via runway heading to intercept CME R-323, upon reaching 6000 proceed on course. **Rwy 35**, climbing left turn to 6000 via heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.

## RUIDOSO, NM

### SIERRA BLANCA RGNL

TAKE-OFF MINIMUMS: **Rwys 6,24**, 5200-3 or std. with a min. climb of 420' per NM to 12,100'.

DEPARTURE PROCEDURE: **Rwy 6**, climb at 385' per NM to 9100' direct CEP NDB, continue climb in holding pattern ("hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. "Do not exceed 230 kts in holding pattern. **Rwy 24**, immediate climbing left turn to 9100' direct CEP NDB, continue climb in holding pattern ("hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. "Do not exceed 230 kts in holding pattern.

## SALIDA, CO

### HARRIET ALEXANDER FIELD (ANK)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 6800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24**, For climb in visual conditions: Cross Harriet Alexander Field at or above 14200 MSL before proceeding on course.

NOTE: **Rwy 24**, Multiple transmission towers beginning 666' from departure end of runway, 440' right of centerline, up to 73' AGL/7651' MSL. Multiple trees beginning 5455' from departure end of runway, 663' right of centerline, up to 100' AGL/7908' MSL.



## SANTA FE, NM

### SANTA FE MUNI

TAKE-OFF MINIMUMS: **Rwy 28**, 1000-3 or std. with a min. climb of 240' per NM until passing 7300 MSL.

**Rwys 2, 33**, Cats. C and D, 2900-3 or std. with a min. climb of 330' per NM until 9000 MSL.

DEPARTURE PROCEDURE: **Rwys 2, 10, 33**, turn right; **Rwys 20, 28**, turn left; **Rwy 15**, climb runway heading. **All aircraft** climb direct to SAF VORTAC. Continue climbing in SAF VORTAC holding pattern (hold SE, right turns, 332° inbound) to cross SAF VORTAC at or above airway MEA/MCA for direction of flight.

## SANTA TERESA, NM

### DONA ANA COUNTY AT SANTA TERESA

TAKE-OFF MINIMUMS: **Rwy 10**, std. with a min. climb of 419' per NM to 8400, or 2800-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 358' per NM to 8400, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 10, 28**, for climb in visual conditions: cross Dona Ana County at Santa Teresa Airport at or above 6800 before proceeding on course.

## SILVER CITY, NM

### GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 3, 8, 12, 17, 21, 26, 30, 35**, std. with a min. climb of 354' per NM to 9200, or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 8, 12, 17, 21, 26, 30, 35**, for climb in visual conditions: cross Grant County Airport at or above 9200.

NOTE: **Rwy 3**, crane 5007' from departure end of runway, 1056' right of centerline, 200' AGL/5610' MSL. **Rwy 8**, pole 1.12 NM from departure end of runway, 381' right of centerline, 30' AGL/5383' MSL. Power line 2.18 NM from departure end of runway, 139' right of centerline, 200' AGL/5520' MSL. **Rwy 12**, pole 5265' from departure end of runway, 490' right of centerline, 72' AGL/5417' MSL. **Rwy 17**, pole 1.02 NM from departure end of runway, 469' left of centerline, 50' AGL/5408' MSL. **Rwy 21**, multiple bushes beginning from 4556' from departure end of runway, 79' right of centerline, up to 40' AGL/5403' MSL.

## SOCORRO, NM

### SOCORRO MUNI (ONM)

#### AMDT 3 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 15, 24**, NA-terrain.

**Rwy 33**, 200-1¼ or std. w/ min. climb of 216' per NM to 5100, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 33**, climbing right turn via heading 030° and ONM VORTAC R-179 to ONM VORTAC, continue climb-in-hold (hold North, right turns, 182° inbound) to cross ONM VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 33**, trees beginning 67' from DER, 66' left of centerline, up to 15' AGL/4814' MSL. Trees beginning 436' from DER, 438' right of centerline, up to 15' AGL/4814' MSL. Tower 4996' from DER, 1161' left of centerline, 147' AGL/4947' MSL. Tower 5851' from DER, 584' right of centerline, 200' AGL/4956' MSL.

## SPRINGFIELD, CO

### SPRINGFIELD MUNI (8V7)

#### ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 4900-3 or std. w/ a min. climb of 225' per NM to 5000.

NOTE: **Rwy 17**, tower 15212' from departure end of runway, 2936' right of centerline, 425' AGL/4817' MSL.

## STEAMBOAT SPRINGS, CO

### STEAMBOAT SPRINGS/BOB ADAMS FIELD

TAKE-OFF MINIMUMS: **Rwys 14**, 1500-3 or std. with a min. climb of 610' per NM to 9000. **Rwy 32**, 1900-3 or std. with a min. climb of 500' per NM to 9000.

DEPARTURE PROCEDURE: **Rwy 14**, turn right heading 220°, intercept BQZ R-172. **Rwy 32**, turn left direct BQZ VOR/DME. **All aircraft** climb to 12100 via BQZ R-172 to SBURG Int and hold (S, right turns, 352° inbound).

## STERLING, CO

### STERLING MUNI

DEPARTURE PROCEDURE: **Rwys 3, 30, 33**, turn left.

**Rwys 12, 15, 21**, turn right climb to 6000 direct toward SNY or AKO VOR/DME before proceeding on course.

## TAOS, NM

### TAOS RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn.

**Rwy 22**, climbing right turn. Intercept TAS R-100.

Climbing direct to the TAS VORTAC, continue climb in holding pattern to cross TAS VORTAC at or above the MEA for direction of flight.

## TELLURIDE, CO

### TELLURIDE RGNL (TEX)

#### AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacles. **Rwy 27**, std. w/ min. climb of 457' per NM to 10500, or 5300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27**, climb to 12000 via heading 273° to intercept the ETL R-096 to ETL VOR/DME, or for climb in visual conditions: cross Telluride Airport westbound at or above 14200 via ETL R-095 to ETL VOR/DME. NOTE: All aircraft cross ETL VOR/DME at or above airway MEA/MCA for direction of flight.

NOTE: **Rwy 27**, trees beginning 203' from departure end of runway, 186' left of centerline, up to 100' AGL/9124' MSL. Trees beginning 281' from departure end of runway, 45' right of centerline, up to 100' AGL/9219' MSL. Obstruction light on post 2' from departure end of runway, 308' left of centerline, 17' AGL/9095' MSL.

Terrain beginning at departure end of runway, left and right of centerline, up to 9075' MSL.

## TRINIDAD, CO

### PERRY STOKES

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right, direct TAD NDB. Climb in holding to 7600 (N, left turns, 165° inbound). Aircraft departing TAD NDB bearing 330° CW 140° from TAD NDB: climb on course. Aircraft departing TAD NDB bearing 141° CW 329° from TAD NDB: depart at or above 12,500'.

NOTE: **Rwy 3**, tree 180' from departure end of runway, on centerline, 30' AGL/5765' MSL.





## TRUTH OR CONSEQUENCES, NM

### TRUTH OR CONSEQUENCES MUNI

TAKE-OFF MINIMUMS: 1500-3 or std. with a min. climb of 500' per NM to 8000.

DEPARTURE PROCEDURE: **Rwys 19,25,29,31**, turn right; **Rwys 1,7,11,13,15,33**, turn left, climb direct TCS VORTAC, continue climb in holding pattern (N, left turns, 180° inbound) to cross TCS VORTAC at above the MEA for direction of flight.

## TUCUMCARI, NM

### TUCUMCARI MUNI

DEPARTURE PROCEDURE: All **Rwys** for SW-bound V-264 climb TCC R-255 within 10 NM to 5500 before departing on course. **Rwy 21**, climb heading 213° to 5500 before proceeding on course. **Rwy 26**, climb heading 258° to 5500 before proceeding on course.

## WALDEN, CO

### WALDEN-JACKSON COUNTY (33V)

ORIG 08157

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-ATC.

DEPARTURE PROCEDURE: **Rwys 4, 22**, Use WALRU RNAV/DEPARTURE.

## WRAY, CO

### WRAY MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2 or std. with a min. climb of 280' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course. **Rwy 35**, climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on course.

NOTE: **Rwy 35**, trees 2175' left of departure end of runway, 100' AGL/3778' MSL.

## ZUNI PUEBLO, NM

### BLACK ROCK

TAKE-OFF MINIMUMS: **Rwy 7**, 1200-2 or std. with a min. climb of 360 feet per NM to 7600.

DEPARTURE PROCEDURE: **Rwy 7**, climbing left turn direct ZUN VORTAC. **Rwy 25**, climb direct ZUN VORTAC.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



## AKRON

**COLORADO PLAINS RGNL** (AKO) 1 N UTC-7(-6DT) N40°10.54' W103°13.32'

4714 B S4 FUEL 100LL, JET A1 Class IV, ARFF Index A. NOTAM FILE AKO

RWY 11-29: H7000X100 (ASPH) S-65, D-85, 2D-125 MIRL 0.6% up NW.

RWY 11: REIL. PAPI (P2L)—GA 3.0° TCH 40'.

RWY 29: REIL. PAPI (P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended 1500-0000Z±. For fuel when arpt unattended call 970-345-2397. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR. Extensive crop spraying ops in the area Apr-Oct. ACTIVATE MIRL Rwy 11-29—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.475 (970) 345-2320.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

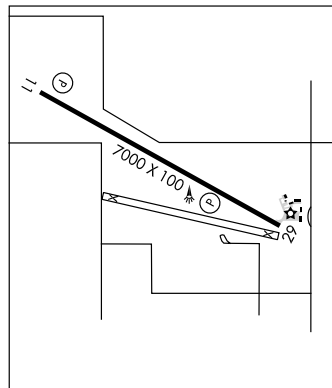
RCO 120.675 (DENVER RADIO)

DENVER CENTER APP/DEP CON 133.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AKO.

(H) VORW/DME 114.4 AKO Chan 91 N40°09.33'

W103°10.79' 289° 2.3 NM to fld. 4620/13E.



CHEYENNE  
H-5A, L-10G  
IAP

**GEBAUER** (5V6) 8 NE UTC-7(-6DT) N40°14.67' W103°05.61'

4509 NOTAM FILE DEN

RWY 08-26: 3000X70 (TURF-GRVL)

RWY 08: Road.

RWY 11-29: 2150X70 (TURF-GRVL)

RWY 11: Road.

**AIRPORT REMARKS:** Unattended. Rwy 08-26 and Rwy 11-29 soft when wet and rough. Ctc arpt manager for current fld conditions 970-345-2482 or 970-345-2455. Rwy 11 has 6' berm on rwy edge, right side, 800' from rwy end. Farm equipment 15' from rwy edge in various places on right side.

**COMMUNICATIONS:** CTAF 122.9

CHEYENNE

**AKRON** N40°09.33' W103°10.79' NOTAM FILE AKO.

(H) VORW/DME 114.4 AKO Chan 91 289° 2.3 NM to Colorado Plains Rgnl. 4620/13E.

DME portion unusable 214°-224° byd 15 NM blo 7,500'.

RCO 120.675 (DENVER RADIO)

CHEYENNE  
H-5A, L-10G

**ALAMOSA** N37°20.95' W105°48.93' NOTAM FILE ALS.

(H) VORTACW 113.9 ALS Chan 86 322° 5.7 NM to San Luis Valley Rgnl/Bergman Fld.

7535/13E.

VORTAC unusable 025°-045° beyond 25 NM below 15,900' 150°-180° beyond 35 NM below 11,600'

RCO 122.15 (DENVER RADIO)

DENVER  
H-5A, L-8J, 9E



APP CRS **109°**  
 Rwy Idg **7000**  
 TDZE **4714**  
 Apt Elev **4714**

# RNAV (GPS) RWY 11

AKRON/ COLORADO PLAINS RGNL (AKO)

**V** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Sterling altimeter setting and increase all MDA 160 feet, increase LNAV Cat C and D visibility ½ mile and circling Cat C and D visibility ½ mile.  
 VDP NA with Sterling altimeter setting. Straight-in minimums NA at night.

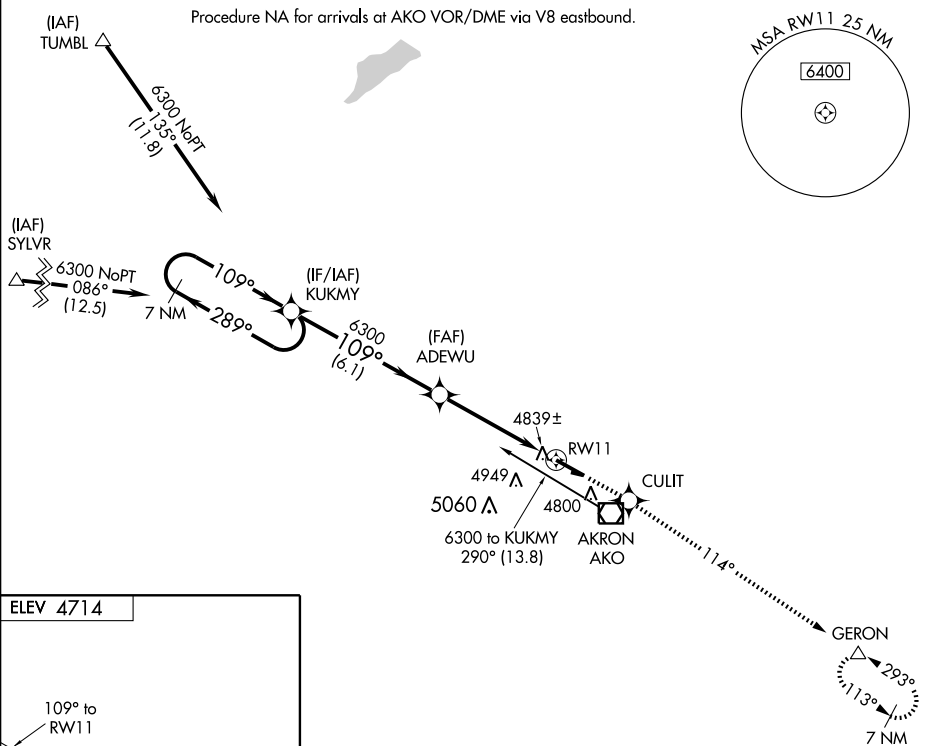
MISSED APPROACH: Climb to 6400 direct CULIT and via 114° track to GERON and hold.

ASOS  
**135.475**

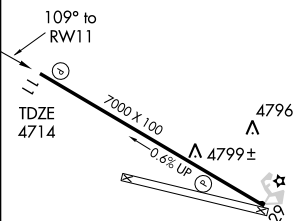
DENVER CENTER  
**133.95 317.55**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at AKO VOR/DME via V8 eastbound.



ELEV 4714



MIRL Rwy 11-29 **0**  
 REIL Rwys 11 and 29

7 NM Holding Pattern				6400	CULIT	114° track	GERON
CATEGORY	A	B	C	D			
LNAV MDA	5100-1 386 (400-1)				5100-1½ 386 (400-1½)		
CIRCLING	5180-1 466 (500-1)				5180-1½ 466 (500-1½) 5280-2 566 (600-2)		

APP CRS  
**289°**

Rwy Idg  
**7000**

TDZE  
**4681**

Apt Elev  
**4714**

# RNAV (GPS) RWY 29

AKRON/ COLORADO PLAINS RGNL (AKO)

**V** GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

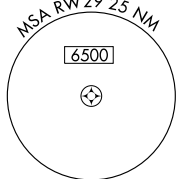
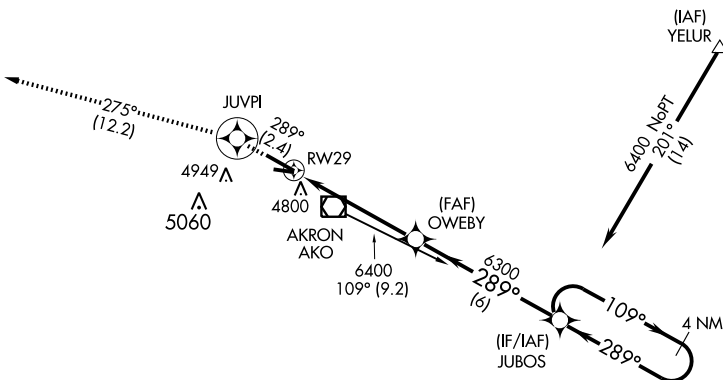
**Δ** NA Baro-VNAV NA below -24°C (-11°F).

**MISSED APPROACH:** Climb to 7000, via 289° course to JUVPI WP then via 275° track to BACAT WP and hold.

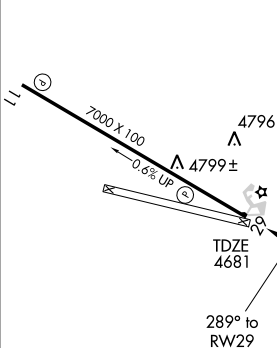
ASOS  
**135.475**

DENVER CENTER  
**133.95 317.55**

UNICOM  
**122.8 (CTAF)**



ELEV **4714**



MIRL Rwy 11-29 **①**  
REIL Rwy 11 and 29

7000 ↑ 289°	JUVPI ⊙	275° track	BACAT ⊙	OWEBY	JUBOS 4 NM Holding Pattern	109° → 6400	289° ← 6400	GS 3.00° TCH 40
RWY 29								
4.9 NM      6 NM								
CATEGORY	A							
GLS PA DA	NA							
LNAV/VNAV DA	5100-1½ 419 (400-1½)							
LNAV MDA	5100-1 419 (400-1)				5100-1¼ 419 (400-1¼)			
CIRCLING	5180-1½ 466 (500-1½)						5280-2 566 (600-2)	

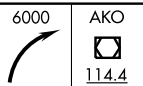
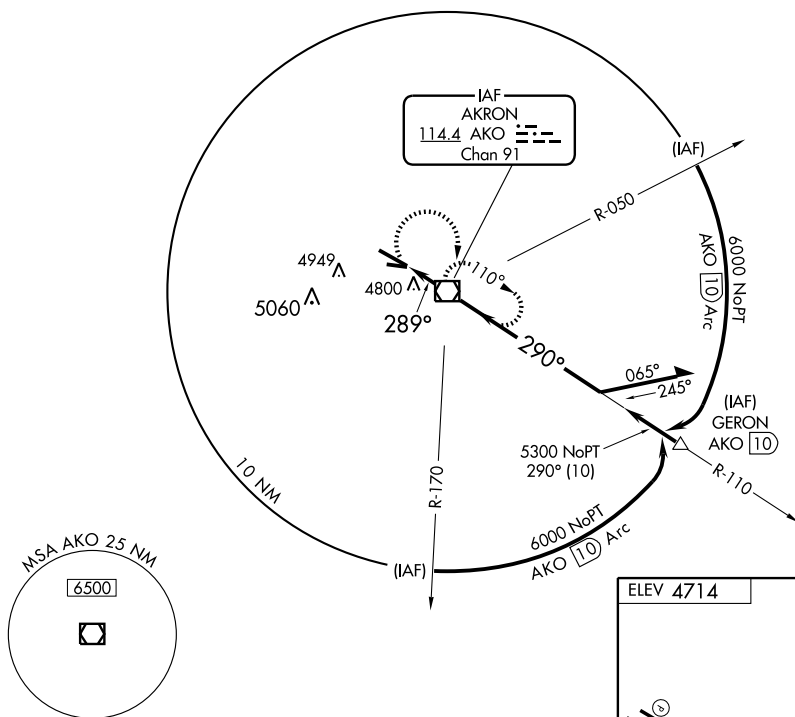
VOR/DME AKO <b>114.4</b> Chan <b>91</b>	APP CRS <b>289°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>4681</b> <b>4714</b>
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**VOR RWY 29**

AKRON/COLORADO PLAINS RGNL (AKO)



MISSED APPROACH: Climbing right turn to 6000 direct AKO VOR/DME and hold.

ASOS  
**135.475**DENVER CENTER  
**133.95 317.55**UNICOM  
**122.8 (CTAF) 0**

VOR/DME

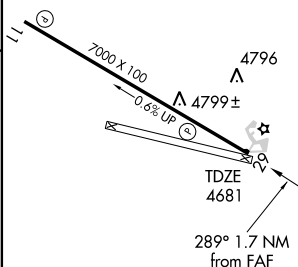
Remain  
within 10 NMAKO  
**1.7**≤ 3.22°  
TCH 50

289°

5300

VGSI and descent angles  
not coincident110°  
290°  
6000

ELEV 4714



MIRL Rwy 11-29 0

REIL Rwy 11 and 29

FAF to MAP 1.7 NM

Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34

AKRON, COLORADO

Orig-A 09127

AKRON/COLORADO PLAINS RGNL (AKO)

40° 11'N - 103° 13'W

**VOR RWY 29**

# ALAMOSA

**SAN LUIS VALLEY RGNL/BERGMAN FLD** (ALS) 2 S UTC-7(-6DT)

N37°26.10' W105°51.99'

7539 B S4 **FUEL** 100LL, JET A OX 3, 4 Class I, ARFF Index A NOTAM FILE ALS

**RWY 02-20:** H8519X100 (ASPH-GRVD) S-52, D-70, 2S-89 HIRL

**RWY 02:** MALSR. PAPI(P4L)—GA 3.0° TCH 48'.

**RWY 20:** REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree.

**RWY 06-24:** 3200X100 (DIRT)

## RUNWAY DECLARED DISTANCE INFORMATION

**RWY 02:** TORA-8519 TODA-8519 ASDA-8519 LDA-8519

**RWY 06:** TORA-3200 TODA-3200 ASDA-3200 LDA-3200

**RWY 20:** TORA-8519 TODA-8519 ASDA-8519 LDA-8519

**RWY 24:** TORA-3200 TODA-3200 ASDA-3200 LDA-3200

**AIRPORT REMARKS:** Attended daylight hours. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. PPR for air carrier operations with more than 30 passenger seats call arpt manager 719-580-6444. Rwy 06-24 for light acft only. 893' paved blastpad Rwy 02. ACTIVATE HIRL Rwy 02-20, MALSR Rwy 02, PAPI Rwy 20, REIL Rwy 20 and VASI Rwy 20—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** ASOS 135.175 (719) 589-5669.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**ALAMOSA RCO** 122.15 (DENVER RADIO)

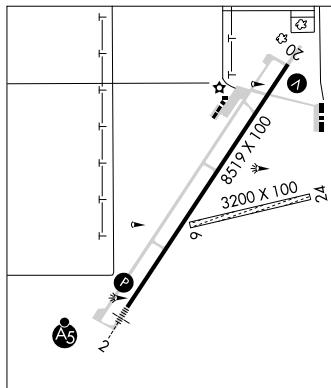
**DENVER CENTER APP/DEP CON** 128.375

**AIRSPACE:** CLASS E svc Mon-Fri 1245-0200Z†, Sat and Sun 1430-0200Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALS.

**ALAMOSA (H) VORTACW** 113.9 ALS Chan 86 N37°20.95' W105°48.93' 322° 5.7 NM to fld. 7535/13E.

**ILS** 111.9 I-VQR Rwy 02. Class IE. ILS unmonitored.



DENVER

H-3F, 5A, L-8J, 9E

IAP

**ANIMAS AIR PARK** (See DURANGO)

**ARUBA** N38°17.45' W104°21.30' NOTAM FILE PUB.

**NDB (MHW/LOM)** 373 TF 258° 6.7 NM to Pueblo Mem.

DENVER

L-10F

LOC I-VQR **111.9**  
 APP CRS **023°**  
 Rwy Idg **8519**  
 TDZE **7539**  
 Apt Elev **7539**

ILS or LOC RWY 2  
 ALAMOSA/ SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

When local altimeter setting not received, procedure NA.

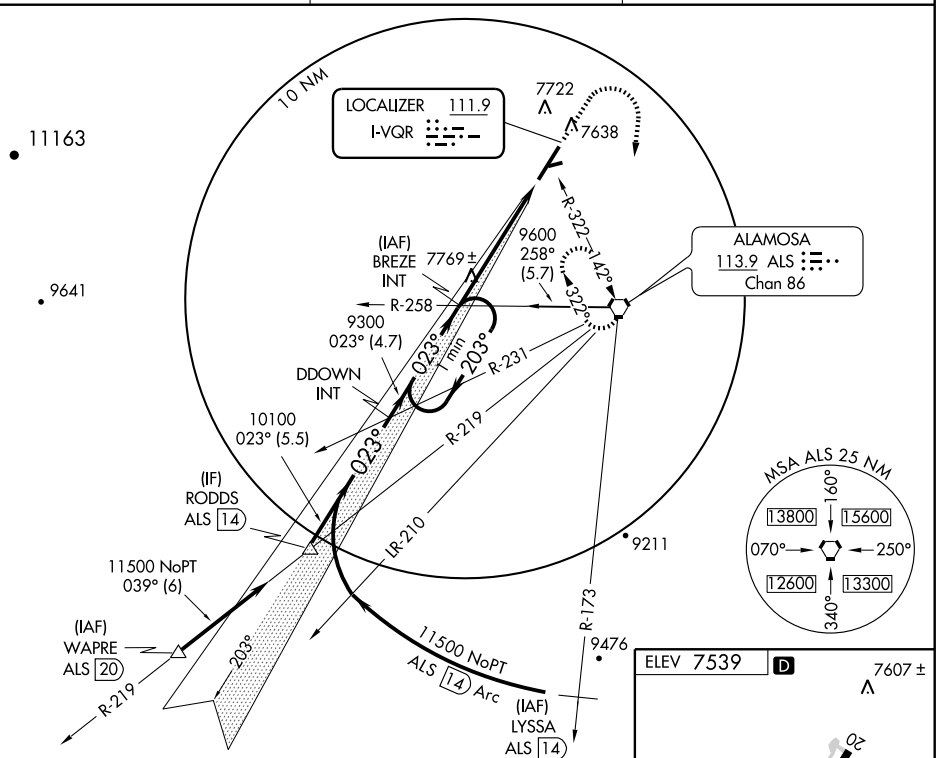


MISSED APPROACH: Climb to 8700, then climbing right turn to 10000 direct ALS VORTAC and hold.

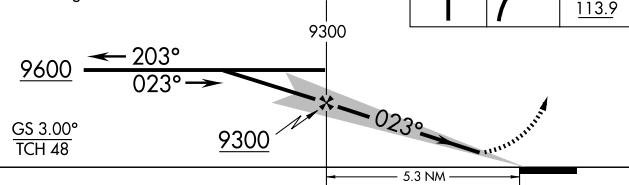
ASOS  
**135.175**

DENVER CENTER  
**128.375 379.95**

UNICOM  
**122.8 (CTAF) 0**

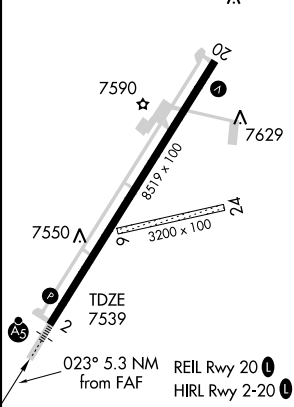


One Minute  
 Holding Pattern



CATEGORY	A	B	C	D
S-ILS 2	7739-½ 200 (200-½)			
S-LOC 2	8020-½ 481 (500-½)	8020-¾ 481 (500-¾)	8020-1 481 (500-1)	8020-1 481 (500-1)
CIRCLING	8040-1 501 (600-1)	8040-1½ 501 (600-1½)	8100-2 561 (600-2)	8100-2 561 (600-2)

ELEV 7539 **D** 7607 ±



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

WAAS CH <b>90410</b> <b>W02A</b>	APP CRS <b>023°</b>	Rwy Idg <b>8519</b> TDZE <b>7539</b> Apt Elev <b>7539</b>
--	------------------------	---

# RNAV (GPS) RWY 2

## ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

**T** For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA.

**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP -0.3 NA.

MALSR

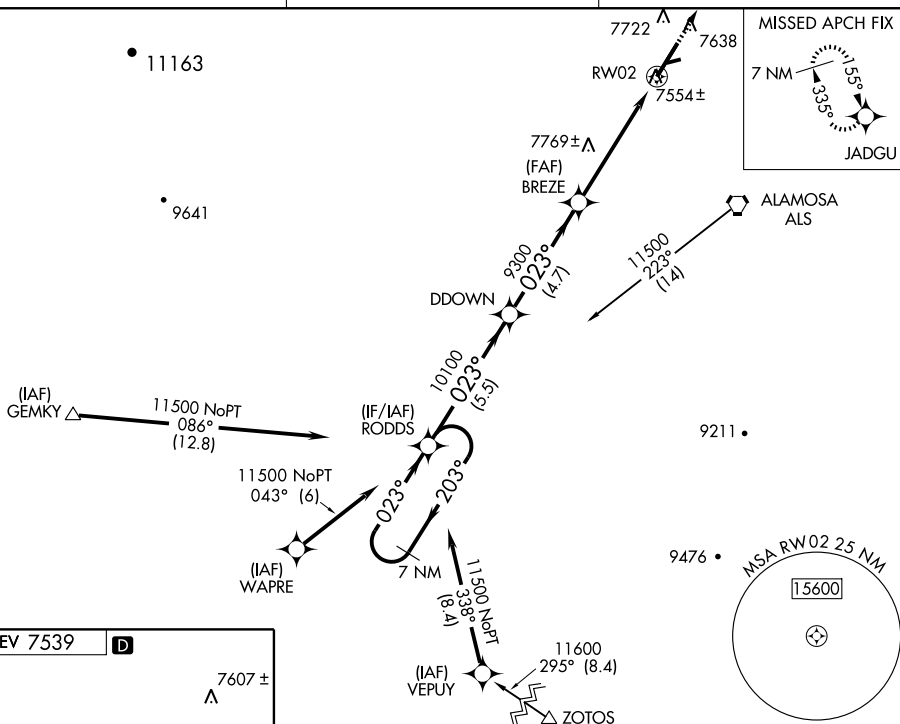


**MISSED APPROACH:** Climb to 10500  
direct JADGU and hold.

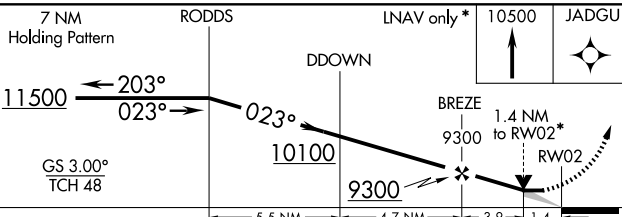
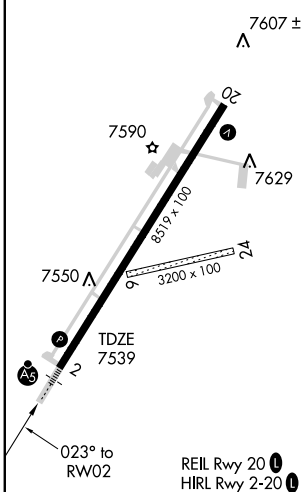
ASOS  
135.175

DENVER CENTER  
128,375 379.95

UNICOM  
122.8 (CTAF) **L**



ELEV 7539



CATEGORY	A	B	C	D
LPV DA	7739-1/2 200 (300-1/2)			
LNAV/ DA VNAV	7804-1/2 265 (300-1/2)			7804-3/4 265 (300-3/4)
LNAV MDA	8020-1/2 481 (500-1/2)	8020-3/4 481 (500-3/4)		8020-1 481 (500-1)
CIRCLING	8040-1 501 (600-1)	8040-1 1/2 501 (600-1 1/2)		8100-2 561 (600-2)

ALAMOSA, COLORADO  
Orig 09351

ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)  
37°26'N-105°52'W      PNAV (GPS) PWAY 2

RNAV (GPS) RWY 2

SW-1. 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>93500</b> <b>W20A</b>	APP CRS <b>203°</b>	Rwy Idg TDZE Apt Elev	<b>8519</b> <b>7539</b> <b>7539</b>
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# RNAV (GPS) RWY 20

ALAMOSA/ SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

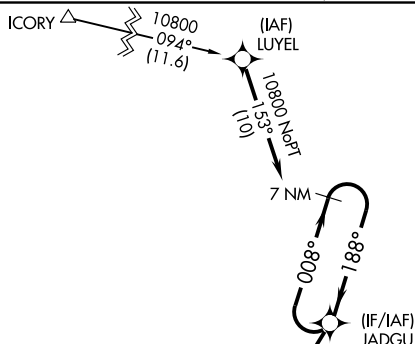
▼ When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F).  
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11500  
direct RODDS and hold, continue  
climb-in-hold to 11500.

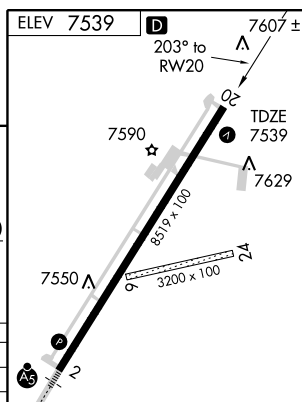
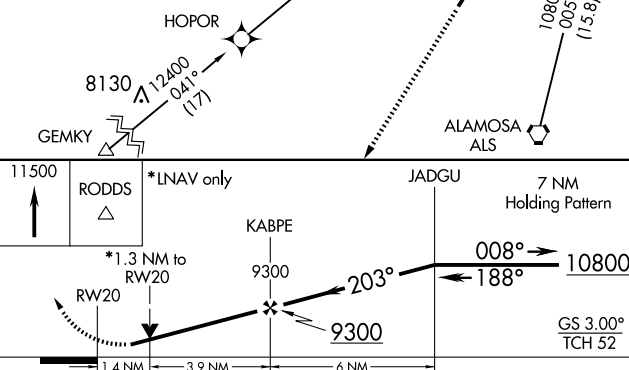
ASOS  
**135.175**

DENVER CENTER  
**128.375 379.95**

UNICOM  
**122.8 (CTAF) 1**



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	7867-1	328 (400-1)		
LNAV/VNAV DA	8002-1½	463 (500-1½)		
LNAV MDA	8000-1	461 (500-1)	8000-1¼	8000-1½
			461 (500-1¼)	461 (500-1½)
CIRCLING	8040-1	501 (600-1)	8040-1½	8100-2
			501 (600-1½)	561 (600-2)

REIL Rwy 20 1  
HIRL Rwy 2-20 1

VORTAC ALS <b>113.9</b> Chan <b>86</b>	APP CRS <b>142°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>7539</b>
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VOR/DME or GPS-B

ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

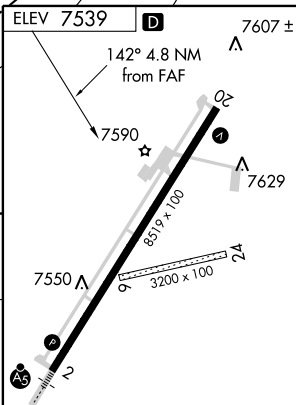
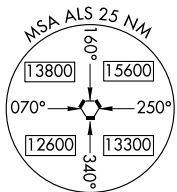
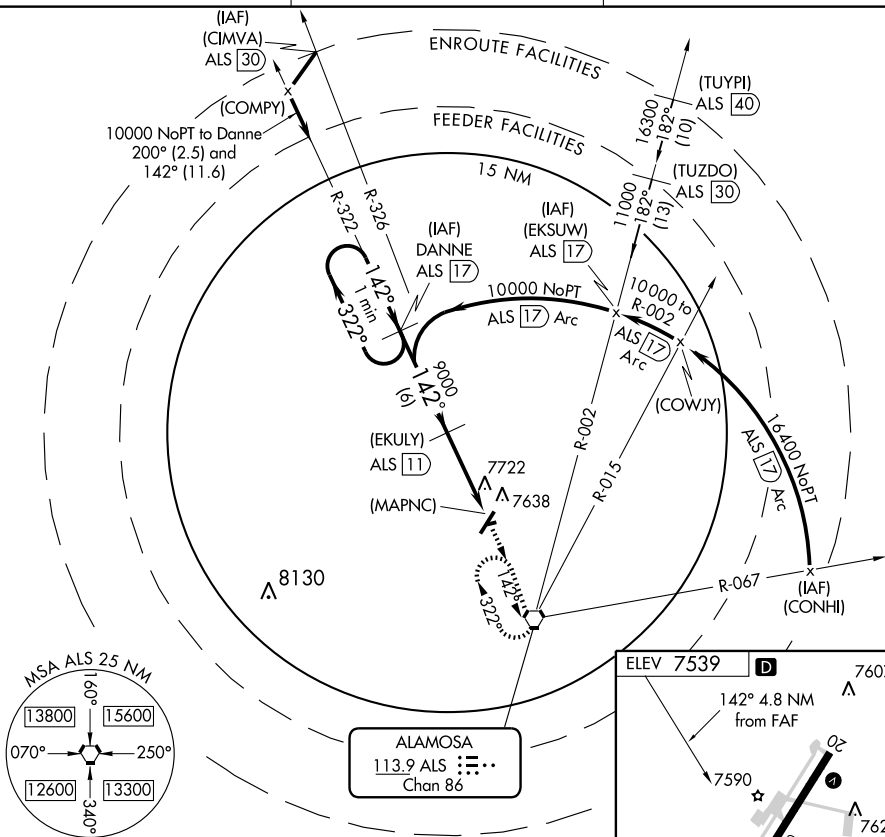


**MISSED APPROACH:** Climb to 10000 direct ALS VORTAC and hold.

ASOS  
**135,175**

DENVER CENTER  
128,375 379.95



UNICOM  
122.8 (CTAF) **L**



## One Minute Holding Pattern

DANNE  
ALS 17

(EKULY)  
ALS  
11

10000	ALS
	
	<u>113.9</u>

10000  $\xleftarrow{322^\circ}$   $\xrightarrow{142^\circ}$   $\searrow 142^\circ$

CATEGORY

A

--	--

B

---

8020-1½

---

100-2

REIL Rwy 20 (L)

HIRL Rwy 2-20

ALAMOSA, COLORADO

Amdt 4A 09351

ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

37°26'N-105°52'W

VOR/DME or GPS-B

SW-1. 23 SEP 2010 to 21 OCT 2010



VORTAC ALS  
**113.9**  
Chan **86**

APP CRS  
**322°**

Rwy Idg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**7539**

VOR or GPS-A

ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

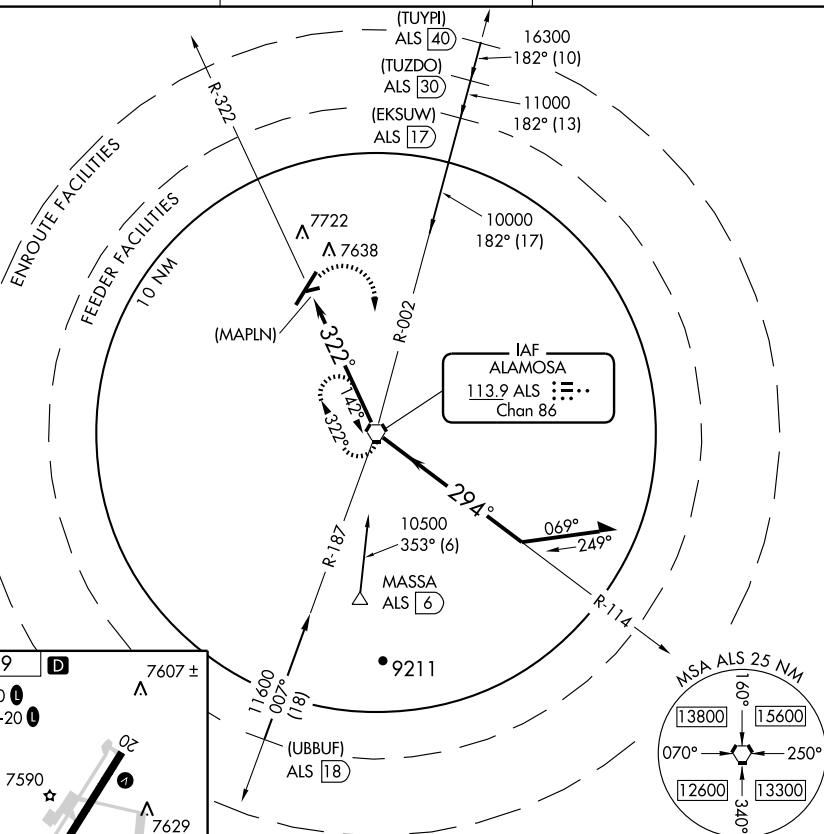


MISSED APPROACH: Climbing right turn to 10700 direct  
ALS VORTAC and hold, continue climb-in-hold to 10700.

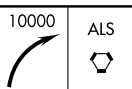
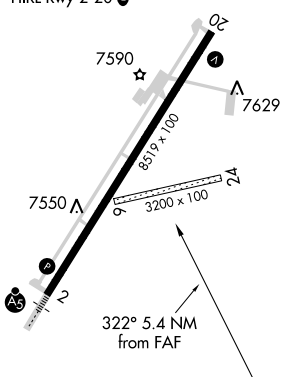
ASOS  
**135.175**

DENVER CENTER  
**128.375 379.95**

UNICOM  
**122.8 (CTAF) 0**

ELEV **7539****D**

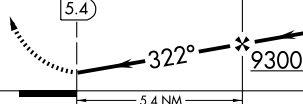
REIL Rwy 20 **0**  
HIRL Rwy 2-20 **0**



(MAPLN)  
ALS  
**5.4**

VORTAC

Remain  
within 10 NM



FAF to MAP 5.4 NM

CATEGORY

A

B

C

D

CIRCUING

8040-1 501 (600-1)

8040-1½ 501 (600-1½)

8100-2 561 (600-2)

## AIRPORT DIAGRAM

AL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

ASPEN, COLORADO

ATIS  
120.4  
ASPEN TOWER ★  
118.85 288.3  
GND CON  
121.9  
CLNC DEL  
123.75

D

ELEV  
7680

149.6°  
2.00° UP

HS 1

HANGARS

A1

A2

TWR  
7795

HANGARS

7006 X 100

FBO

HS 2

FIRE STATION/  
SRE

HS 3

TERMINAL

A4

A5

A6

A7

A8

FIELD  
ELEV  
7820

33

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
REARBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 15-33  
S-75, D-100, 2D-175

106° 52.5'W

106° 52.0'W

39° 14.0'N

39° 13.5'N

39° 13.0'N

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W



SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

**ASPEN-PITKIN CO/SARDY FLD** (ASE) 3 NW UTC-7(-6DT) N39°13.39' W106°52.13'  
 7820 B S2 FUEL 100LL, JET A1 + OX 3 TPA—See Remarks Class I, ARFF Index B  
 NOTAM FILE ASE

DENVER  
 H-3E, L-9E  
 IAP, AD

**Rwy 15-33:** H7006X100 (ASPH-GRVD) S-75, D-100,  
 2D-175 MIRL 2.0% up SE  
**Rwy 15:** MALSf. PAPI(P4L)—GA 3.5° TCH 57'.  
**Rwy 33:** REIL. Road. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

**Rwy 15:** TORA-7006 TODA-7006 ASDA-7006 LDA-7006  
**Rwy 33:** TORA-7006 TODA-7006 ASDA-7006 LDA-7006

**AIRPORT REMARKS:** Attended 1400-0600Z±. Airport CLOSED

0600-1400Z±. For acft svc ctc UNICOM. Hang gliders, para gliders, hot air balloons and glider operations on and in vicinity of arpt up to 18,000' MSL. Arpt located in high mountain valley with mountainous terrain from 12,500'-14,000' MSL in near proximity to arpt, numerous unlighted obstructions. All adverse weather situations magnified in mountains. Ops during periods of reduced visibility discouraged for pilots unfamiliar with area. Unless ceilings are at least 2000' above highest terrain and visibility is 15 miles or more, mountain flying is not recommended. Due to high apch minimums pilots may need an IFR alternate even though weather is forecast to be higher than 2000'-3,000'. Terrain will not allow for normal tfc patterns. High rates of descent may be required due to terrain and local procedures. Unique VFR dep procedures exist, call arpt manager 970-920-5384, or FBO 970-920-2016 for more information. FBO requires 4 hours advance notice for staging acft prior to departure. Noise abatement required—fly ATC assigned heading or standard dep procedure in effect, ctc arpt manager 970-920-5384. If no heading or dep procedure is assigned; turn right noise abatement heading of 360° for 2 miles before proceeding on course. Noise abatement procedures in effect, ctc arpt manager 970-920-5384. For all general aviation ops between 30 minutes after sunset to 0600Z± the following applies: acft equipped as required under FAR 91.205(D) for instrument flight—pilot is instrument rated; VFR pilot-in-command has completed at least one tcf or ldg in the preceding 12 months at ASE. IFR: execute apch/dep procedures with ATC clearance. Stage II/III acft only from 1400Z± to 30 minutes after sunset by county ordinance. Stage III acft only from 30 minutes after sunset to 0600Z±. No departures after 0530Z±. All Stage 1 acft ops prohibited; violators will be prosecuted. Acft requiring IFR should file flight plan with flight service 45 minutes prior to estimated dep. Tcf not authorized on Rwy 15 without written permission from arpt manager. Review of airplane performance recommended including density altitude, weight and balance and climb performance. Ops during periods of reduced visibility discouraged for pilots unfamiliar with area. Due to poor visibility in valley, use landing lights in tcf pattern. TPA for light acft 9005(1185), for heavy acft 9505(1685). Ldg fee. Uncontrolled tcf on the ramps. Rwy 33 run-up area not visible from twr. Rwy 15 PAPI unusable byd 4 NM from rwy thld and byd 7° rgt of rwy centerline. Pilots are responsible for passengers in ramp area. Pedestrians and vehicles cannot enter twys without ATC clearance. Stay on the solid side of the boundary marking line. Bcn lgtg ops dusk-0600Z±. When twr clsd ACTIVATE MALSf Rwy 15, PAPI Rwy 15 and REIL Rwy 33—CTAF.

**WEATHER DATA SOURCES:** ASOS (970) 925-9168. LAWRs.

**COMMUNICATIONS:** CTAF 118.85 ATIS 120.4 UNICOM 122.95

Ⓡ **ASPEN APP/DEP CON** 123.8 (1400-0300Z±)

Ⓡ **DENVER CENTER APP/DEP CON** 125.35 (0300-1400Z±)

**TOWER** 118.85 (1400-0500Z±) **GND CON** 121.9 **CLNC DEL** 123.75

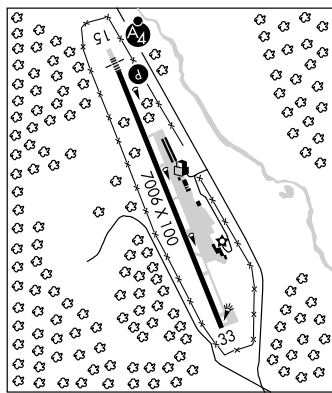
**AIRSPACE:** CLASS D svc 1400-0500Z± other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

**RED TABLE (H) VORW/DME** 113.0 DBL Chan 77 N39°26.36' W106°53.68' 163° 13.0 NM to fld.  
 11800/12E.

**ILS/DME** 111.15 I-ASE Chan 48(Y) Rwy 15. (LOC only). LOC unusable byd 25° left and right of course, byd 14 NM blo 12,500'. DME unusable byd 25° left and right of course, byd 14 NM blo 12,500'.

**COMM/NAV/WEATHER REMARKS:** Primary radar not avbl. Radar traffic advisories and services available for transponder equipped acft only. LDA 108.5 I-PKN available for missed approach/departures only. LDA unmonitored when twr clsd.



**BADGER MOUNTAIN** N39°02.93' W105°30.73'  
 RCO 122.2 (DENVER RADIO)

DENVER  
 L-10F

**BALD MOUNTAIN** 7BM N38°47.95' W106°13.01'/9825.  
 AWOS-3 132.05 303-512-4919.

DENVER  
 L-9E

**BATTEN** N40°31.92' W103°13.81' NOTAM FILE DEN.  
 NDB (MHW) 392 BAJ 331° 5.2 NM to Sterling Muni.

CHEYENNE  
 L-10G

# ASPEN THREE DEPARTURE

SL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (A:SE)

ASPEN, COLORADO

ATIS 120.4

CLNC DEL

123.75

GND CON

121.9

ASPEN TOWER \*

118.85 (CTAF) 288.3

ASPEN DEP CON \*

123.8 288.3

DENVER CENTER

125.35 327.8

UNICOM 122.95

RIFLE  
110.6 RIL :--  
Chan 43

N39°31.69'

W107°42.98'

L-9, H-3

GRAND JUNCTION  
112.4 JNC :--  
Chan 71

N39°03.57' - W108°47.55'

L-9, H-3

MONTROSE  
117.1 MTJ :--  
Chan 118

N38°30.39' - W107°53.96'

L-9, H-3

NOTE: Transponder required.

NOTE: Procedure not authorized at night.

NOTE: This is a radar vector departure to assigned route/fix. Route depicted is for lost communications procedure only.

## TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum obstacle climb of 650' per NM to 13000,

ATC climb of 840' per NM to 16000.

RWY 15: NA - terrain.

## TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35' from DER, 386' right of centerline, up to 100' AGL/7722' MSL.

Terrain, trees and bushes beginning 4' from DER, 400' left of centerline, 100' AGL/7821' MSL.

Multiple trees and bushes beginning 3484' from DER, 752' left of centerline, up to 100' AGL/8179' MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climbing right turn heading 345°, maintain 16000 or assigned altitude for radar vectors to assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

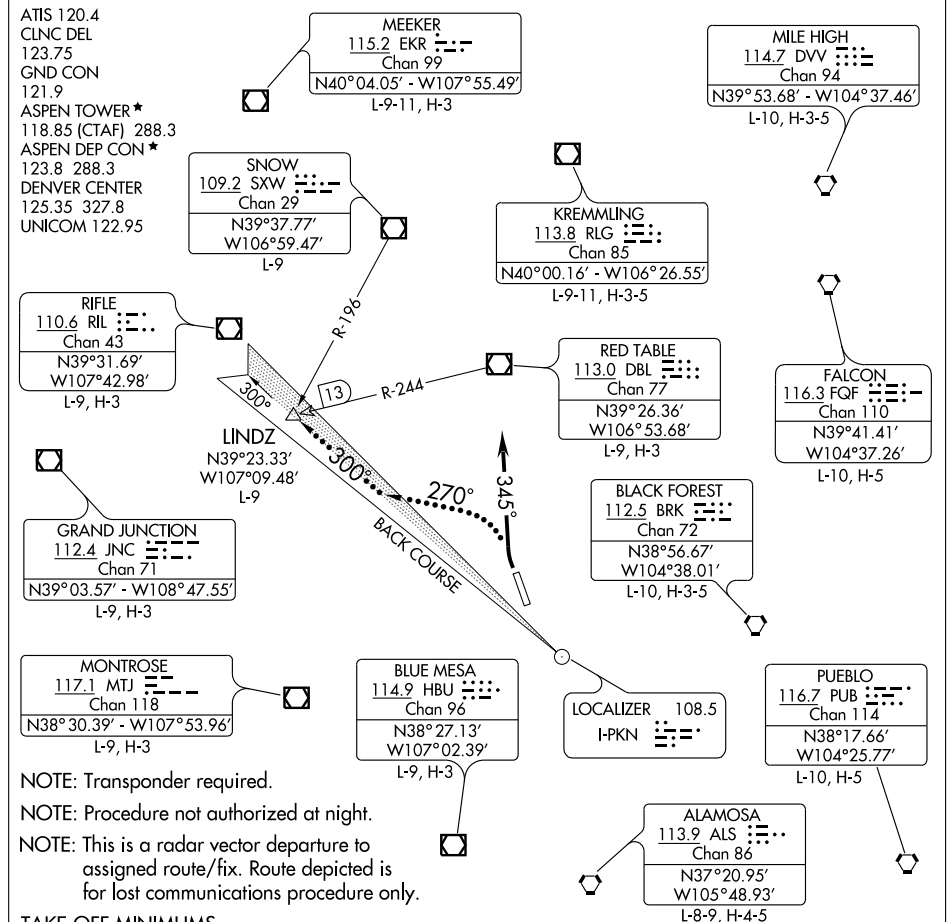
LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, turn left heading 270° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL R-244/13 DME, thence via assigned fix/route.

# ASPEN THREE DEPARTURE

(ASPE3.ASPE) 09295

ASPEN, COLORADO

ASPEN-PITKIN COUNTY/SARDY FIELD (A:SE)



NOTE: Chart not to scale.

SW-1, 23 SEP 2010 to 21 OCT 2010

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ASPEN, CO		
ASPEN-PITKIN COUNTY /		
SARDY FIELD (ASE)		
	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A and west edge of ramp.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
DENVER, CO		
CENTENNIAL (APA)		
	HS 1	Int Twy A1. Hold line across run-up area.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER, CO		
ROCKY MOUNTAIN		
METROPOLITAN (BJC)		
	HS 1	Frequent helicopter operations.
EAGLE, CO		
EAGLE COUNTY RGNL (EGE)		
	HS 1	High density parking area.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

# LINDZ FIVE DEPARTURE

SL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)  
ASPEN, COLORADO

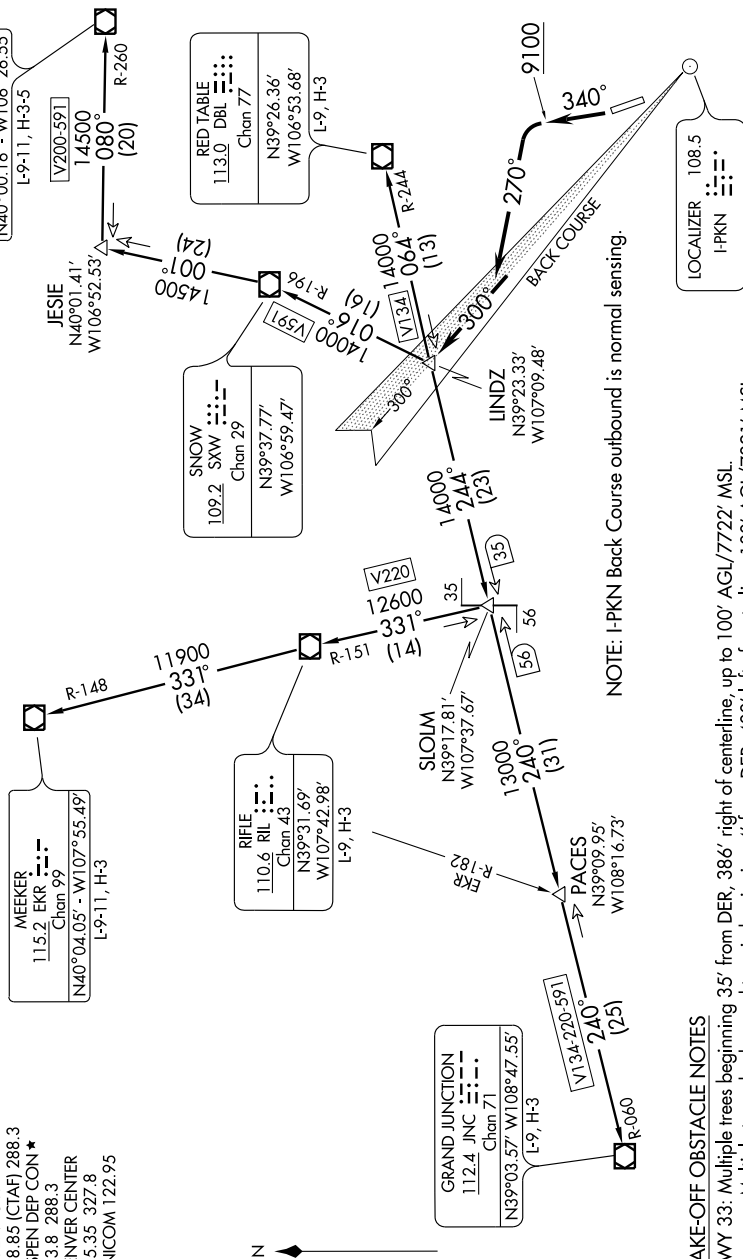
SW-1, 23 SEP 2010 to 21 OCT 2010

## TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum climb of 460' per NM to 14000.

RWY 15: NA - terrain.

ATIS 120.4  
CLNC DEL 123.75  
GND CON  
121.9  
ASPEN TOWER ★  
118.85 (CTAF) 288.3  
ASPEN DEP CON ★  
123.8 288.3  
DENVER CENTER  
125.35 327.8  
UNICOM 122.95



NOTE: I-PKN Back Course outbound is normal sensing.

## TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35' from DER, 386' right of centerline, up to 100' AGL/7722' MSL.  
Multiple trees, bushes and terrain beginning 4' from DER, 400' left of centerline, 100' AGL/7821' MSL.  
Multiple trees and bushes beginning 3484' from DER, 752' left of centerline, up to 100' AGL/8179' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# LINDZ FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 340° to 9100, then a climbing left turn to 16000 heading 270° to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Then via assigned transition. Maintain 16000, expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, turn left heading 270° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL 13 DME, then via assigned route/transition.

GRAND JUNCTION TRANSITION (LINDZ5.JNC): From over LINDZ INT via DBL R-244 and JNC R-060 to JNC VOR/DME.

KREMMLING TRANSITION (LINDZ5.RLG): From over LINDZ INT via SXW R-196 to SXW VOR/DME; then via SXW R-001 and RLG R-260 to RLG VOR/DME.

MEEKER TRANSITION (LINDZ5.EKR): From over LINDZ INT via DBL R-244 and RIL R-151 to RIL VOR/DME; then via RIL R-331 and EKR R-148 to EKR VOR/DME.

RED TABLE TRANSITION (LINDZ5.DBL): From over LINDZ INT via DBL R-244 to DBL VOR/DME.

RIFLE TRANSITION (LINDZ5.RIL): From over LINDZ INT via DBL R-244 and RIL R-151 to RIL VOR/DME.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-ASE <b>111.15</b> Chan <b>48</b> (Y)	APP CRS <b>148°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>7820</b>
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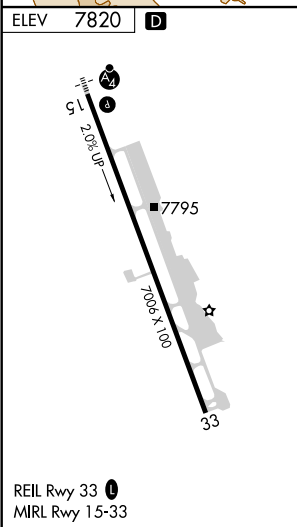
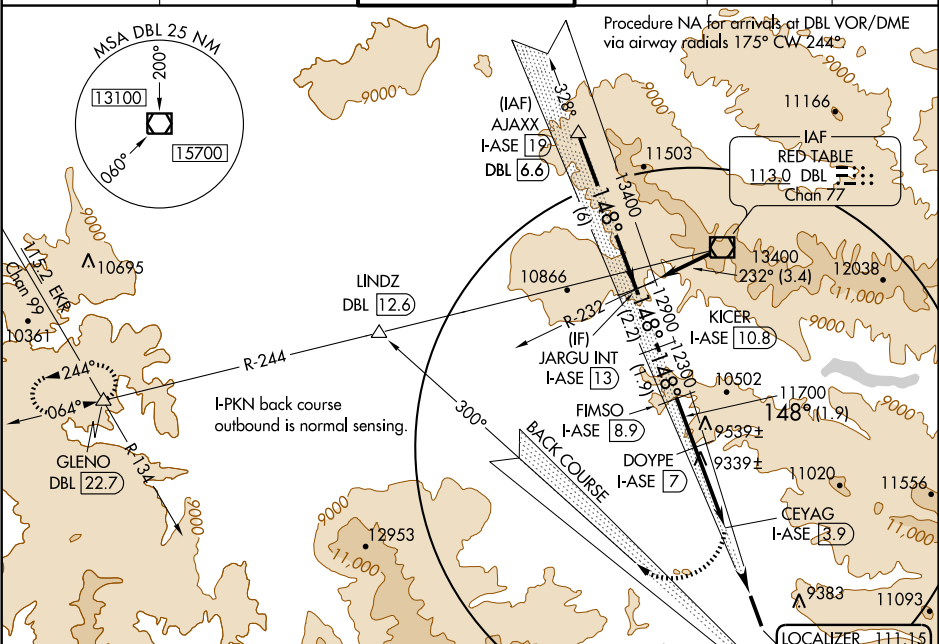
# LOC/DME-E

## ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

**Procedure not authorized at night.**

**MISSED APPROACH:** Climbing right turn to 14000 via heading 300° and I-PKN northwest course (300°) to LINDZ INT/DBL 12.6 DME and DBL VOR/DME R-244 to GLENO INT/DBL 22.7 DME and hold.

ATIS <b>120.4</b>	ASPEN APP CON ★ <b>123.8 288.3</b>	ASPEN TOWER ★ <b>118.85 (CTAF) 0 288.3</b>	GND CON <b>121.9</b>	CLNC DEL <b>123.75</b>	UNICOM <b>122.95</b>
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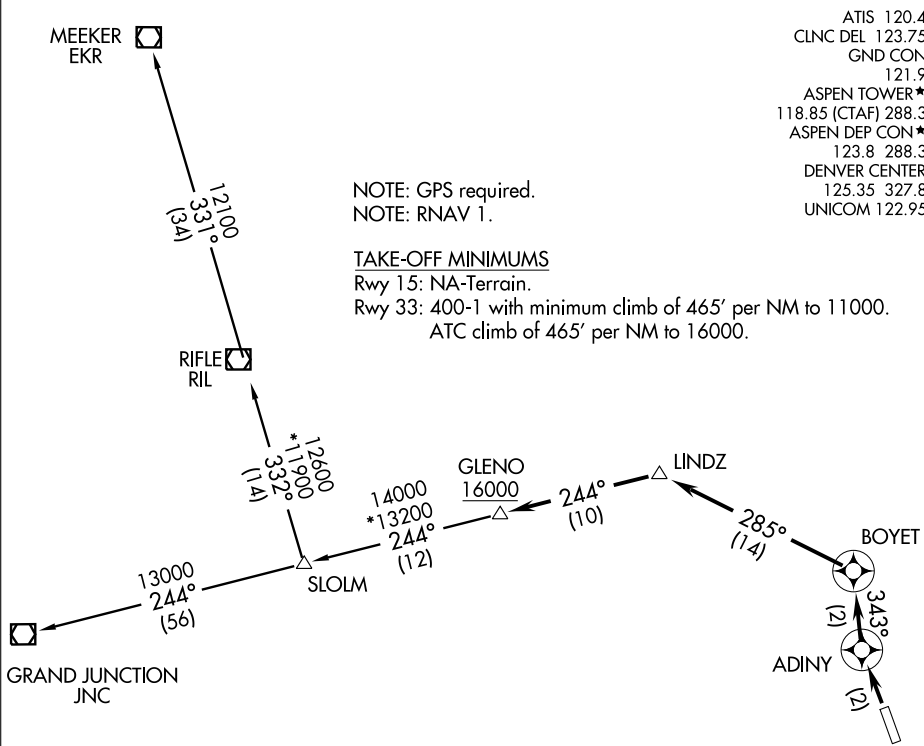
JARGU INT I-ASE 13	KICER I-ASE 10.8	FIMSO I-ASE 8.9	DOYPE I-ASE 7	14000 I-PKN NW CRS 108.5	LINDZ △	DBL R-244 113.0	GLENO △
13400	12900	12300	11700	CEYAG I-ASE 3.9	VGSI and descent angles not coincident		
2.2 NM	1.9 NM	1.9 NM	3.1 NM	2.6 NM			
CATEGORY	A	B	C	D			
CIRCLING	9840-3 2020 (2100-3)	10020-3 2200 (2200-3)	10140-3 2320 (2400-3)	NA			



(PITKN1.GLENO) 09295

SL-5889 (FAA)

## PITKN ONE DEPARTURE (RNAV)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)  
ASPEN, COLORADOTAKE-OFF OBSTACLE NOTES

Rwy 33: Multiple trees beginning 35' from DER, 386' right of centerline, up to 100' AGL/7722' MSL.  
Multiple trees, bushes, and terrain beginning 4' from DER, 400' left of centerline, 100' AGL/7821' MSL.  
Multiple trees and bushes beginning 3484' from DER, 752' left of centerline, up to 100' AGL/8179' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb to 16000 direct ADINY, and via 343° track to BOYET, and via 285° track to LINDZ, and via 244° track to GLENO, thence. . .

. . . via transition or assigned route, expect clearance to filed altitude 10 minutes after departure.

GRAND JUNCTION TRANSITION (PITKN1.JNC)

MEEKER TRANSITION (PITKN1.EKR)

RIFLE TRANSITION (PITKN1.RIL)

## PITKN ONE DEPARTURE (RNAV)

(PITKN1.GLENO) 09295

ASPEN, COLORADO  
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## ROARING FORK VISUAL RWY 15

ASPEN-PITKIN COUNTY/SARDY FIELD (A.S.E.)  
ASPEN, COLORADO

ATIS 120.4  
ASPEN APP CON ★  
123.8 288.3  
ASPEN TOWER ★  
118.85 (CTAF) 288.3  
GND CON  
121.9  
CLNC DEL  
123.75  
UNICOM 122.95

RED TABLE  
113.0 DBL  
Chan 77

MOUNT OF THE  
HOLY CROSS  
14007

12500  
Recommended

BASALT

11500  
Recommended

ROARING FORK RIVER  
CARBONDALE  
10000  
Recommended

MT.  
SOPRIS  
12953

NOISE  
SENSITIVE  
AREA

RUEDI  
RESERVOIR

RIDGE

HAGERMAN  
PASS  
12300

FRYING PAN RIVER

NOISE  
SENSITIVE  
AREA

14500  
Recommended

CAPITAL  
PEAK  
14130

15500  
Recommended

VERTICAL GUIDANCE  
NAVAID:  
PAPI Rwy 15 (3.55°)

ASPEN  
ASPEN MOUNTAIN

INDEPENDENCE  
PASS  
12095  
14500  
Recommended

CASTLE  
PEAK  
14266

16000  
Recommended

## RADAR REQUIRED

Weather Minimums:  
6000 foot ceiling and 10 mile  
visibility.

CHART NOT TO SCALE

## ROARING FORK VISUAL RWY 15

Procedure not authorized at night.

When visual approaches to Runway 15 are in progress, clearances will be given  
utilizing in part the following phraseology:

"(IDENT) cleared for a ROARING FORK VISUAL Approach to Runway 15."

## ROARING FORK VISUAL RWY 15

(SARDD1.LINDZ) 09127

SL-5889 (FAA)

## SARDD ONE DEPARTURE (OBSTACLE)

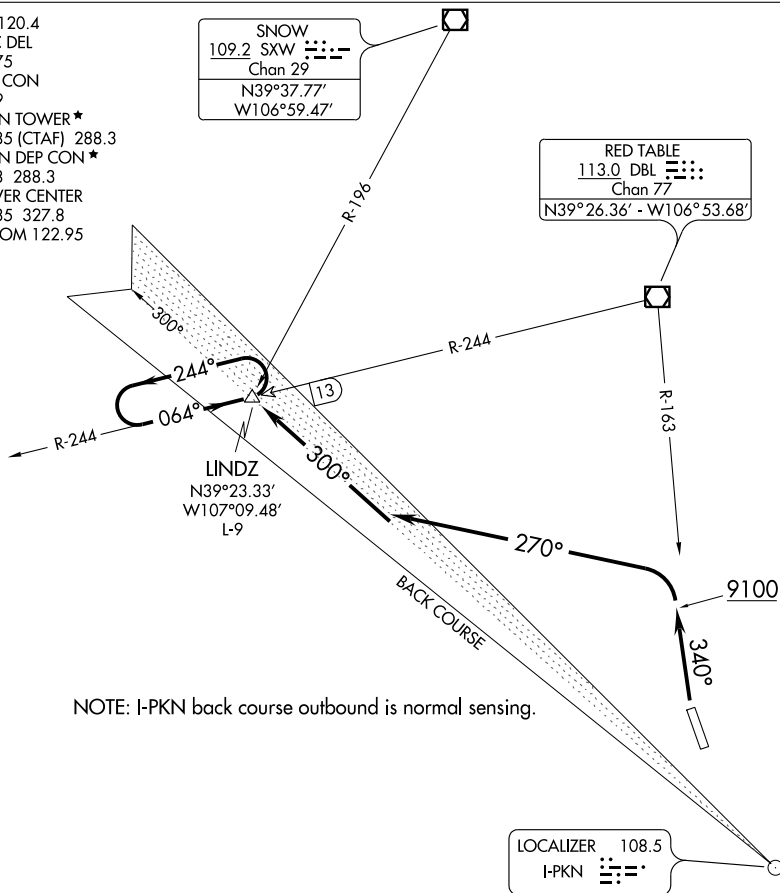
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

ASPEN, COLORADO

ATIS 120.4  
CLNC DEL  
123.75  
GND CON  
121.9  
ASPEN TOWER ★  
118.85 (CTAF) 288.3  
ASPEN DEP CON ★  
123.8 288.3  
DENVER CENTER  
125.35 327.8  
UNICOM 122.95

SNOW  
109.2 SXW  
Chan 29  
N39°37.77'  
W106°59.47'

RED TABLE  
113.0 DBL  
Chan 77  
N39°26.36' - W106°53.68'



NOTE: I-PKN back course outbound is normal sensing.

## TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum climb of 460' per NM to 14000 or 4300-3 for climb in visual conditions.  
RWY 15: NA - terrain.

## TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35' from DER, 386' right of centerline, up to 100' AGL/7722' MSL.  
Multiple trees, bushes and terrain beginning 4' from DER, 400' left of centerline, 100' AGL/7821' MSL.  
Multiple trees and bushes beginning 3484' from DER, 752' left of centerline, up to 100' AGL/8179' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 33:** Climb heading 340° to 9100, then a climbing left turn to 16000 heading 270°, to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Climb in LINDZ holding pattern to cross LINDZ at or above 16000 before proceeding enroute, or for climb in visual conditions: cross Aspen Airport northbound at or above 11900 then via DBL R-163 to DBL VOR/DME.

## SARDD ONE DEPARTURE (OBSTACLE)

ASPEN, COLORADO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

(SARDD1.LINDZ) 09127

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME DBL <b><u>113.0</u></b> Chan <b>77</b>	APP CRS <b>164°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>7820</b>
--	------------------------	-----------------------------	---

VOR/DME or GPS-C  
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

<b>T</b>	Obtain local altimeter setting on CTAF. When not
<b>ANA</b>	received, procedure not authorized. Procedure not authorized at night.

**MISSED APPROACH:** Climbing right turn to 14000 via heading 300° to intercept and proceed via I-PKN northwest course (300°) and DBL VOR/DME R-244 to GLENO Int/DBL 22.7 DME and hold.

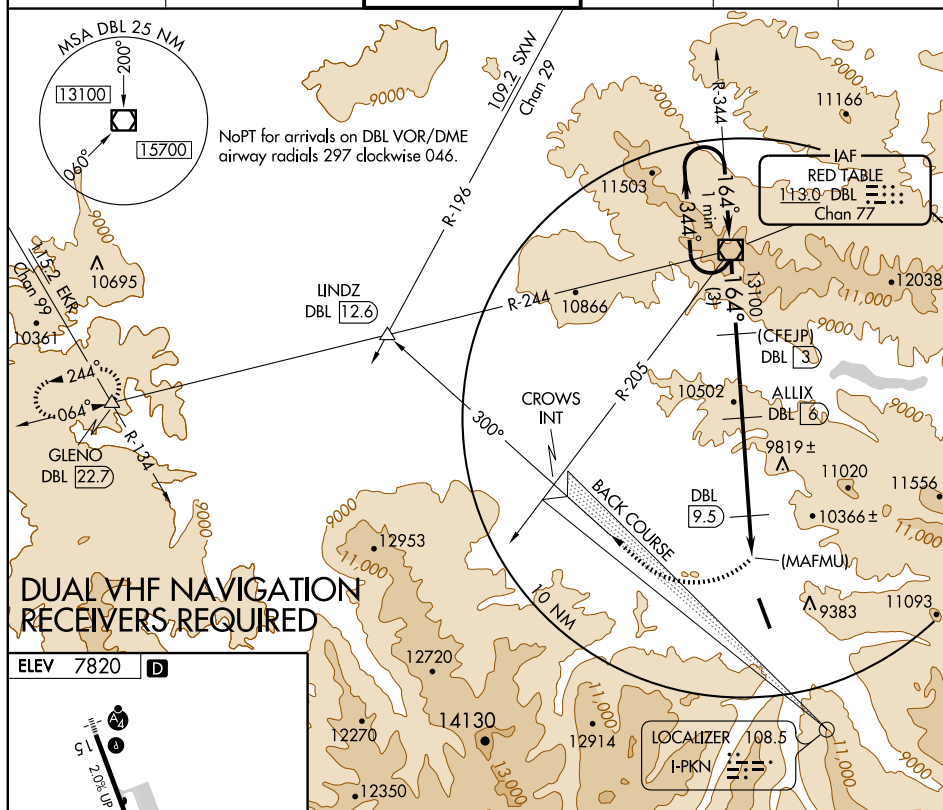
ATIS  
120.4

ASPEN APP CON ★  
123.8 288.3

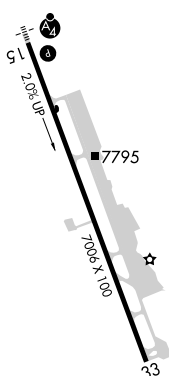
ASPEN TOWER★  
118.85 (CTAF)  288.3

GND CO  
121.9

CLNC DE  
**123.75**

UNICOM  
122.95

ELEV	7820	D
------	------	---



### One Minute Holding Pattern

VOR/DME

14000  
300

I-PKN  
NW CRS  
108.5

DBL  
R-244  
113.0

GLENC  
△

14000 ← 344°  
164° →

VGSI and descent  
angles not coincident

(CFEJP)  
DBL

ALLIX  
DBL DBL  
95

## AFM411

9.5

BL 11)

9.62	TC
------	----

41.9



CATEGORY

A

---

C

D

CIRCLING

10200-2 2380 (2400-3)

10200-3

NA

ASPEN, COLORADO  
Amdt 4F 09295

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

39° 13'N - 106° 52'W

VOR/DME or GPS-C

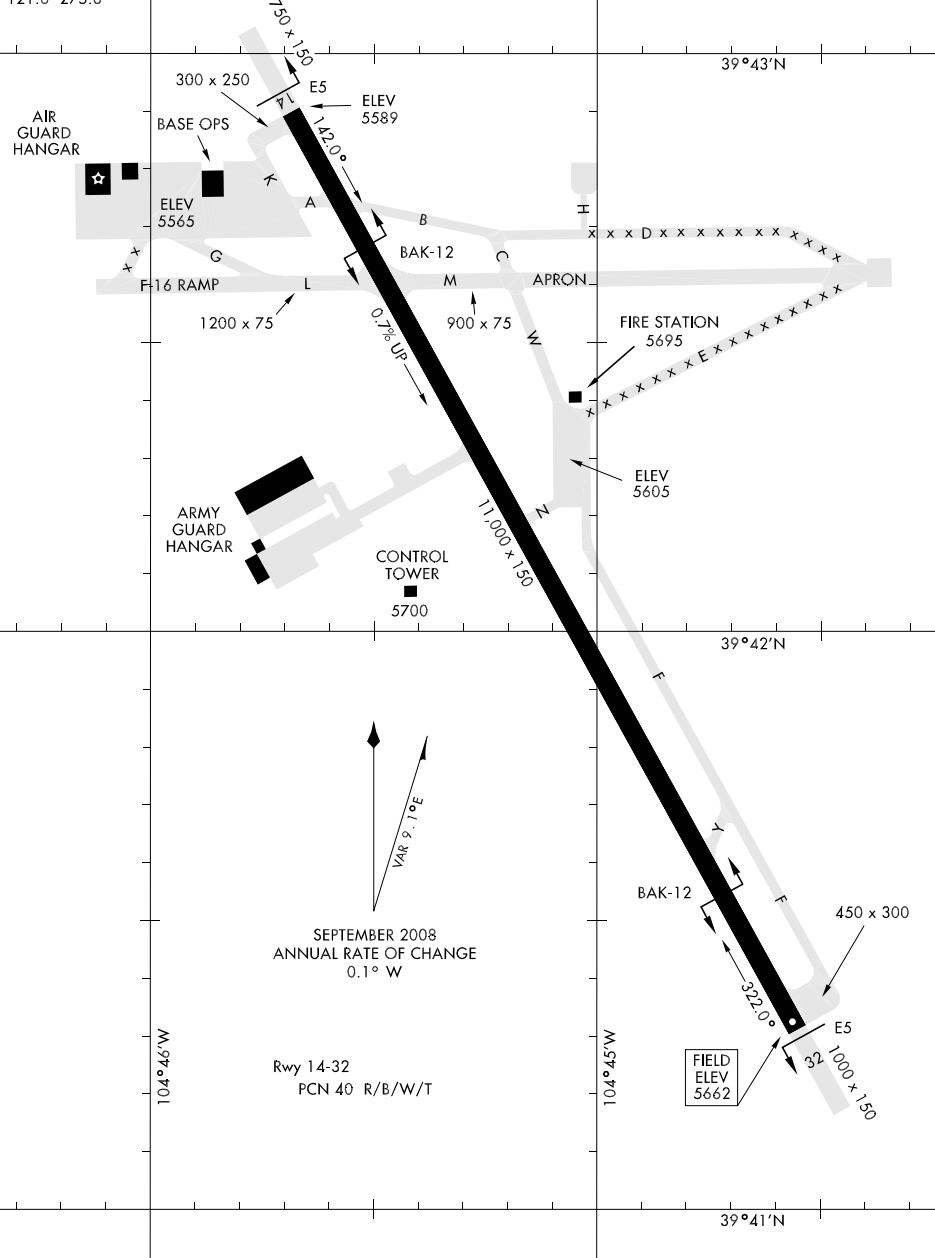
SW-1. 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

AFD 538 [USAF]

AURORA, COLORADO

ATIS ★ 119.675 259.3  
 BUCKLEY TOWER ★  
 121.0 291.675  
 GND CON  
 121.6 275.8



SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

AURORA, COLORADO

BUCKLEY AFB (KBKF)

**BRUSH MUNI** (7V5) 3 E UTC-7(-6DT) N40°15.86' W103°34.54'

**CHEYENNE**

4280 **FUEL** A NOTAM FILE DEN

**L-10F**

**RWY 07-25:** H4300X60 (ASPH) S-6 LIRL (NSTD)

**RWY 07:** Trees. **RWY 25:** Ground.

**AIRPORT REMARKS:** Attended irregularly. For svc call 970-842-5279 or 970-842-5777. Parachute Jumping. Unlighted 320' twr 3 miles east of arpt. High tension powerlines within 1 mile S of arpt. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 25 lgt d thld relocated 195' for ngt ops. Rwy 07-25 one thld lght each rwy side both ends. Rwy 25 thld markings begin 195' W of pavement end. Rwy 07-25 NSTD LIRL, one thld lgt each side of rwy both ends. **ACTIVATE NTSD LIRL** Rwy 07-25 5 times on and 8 times off—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AKO.

**AKRON (H) VORW/DME** 114.4 **AKO** Chan 91 N40°09.33' W103°10.79' 277° 19.3 NM to fld. 4620/13E.

**BUCKLEY AFB** (BKF)(KBKF) ANG (A AF ARNG N MC) ON UTC-7(-6DT) N39°42.10' W104°45.10' **DENVER**

5662 **B** TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE DEN

**H-3F, 5A, L-10F, A**

**RWY 14-32:** H11000X150 (PEM) PCN 40 R/B/W/T HIRL

**DIAP, AD**

**RWY 14:** REIL. PAPI(P4L). 0.7% up. **RWY 32:** ALSF1. PAPI(P4L).

**ARRESTING GEAR**

**RWY 14** ←HOOK E5 (116' OVRN) HOOK BAK-12B(B) (1500')

HOOK BAK-12B(B) (1500') HOOK E5 (116' OVRN) →**RWY 32**

**MILITARY SERVICE:** LGT Rwy 32 ILS Glide Slope Runway Point of Intercept and PAPI GS Runway Reference Point not coincidental. **A-GEAR** E5 cables on apch end are connected at all times. Rwy 14-32 BAK-12B connected at all times, usable rwy between cables is 8000'. Due to high probability of hook skip, E5 at departure ends of Rwy 14-32 are not recommended for engagement. Operators use at own risk. Consider use of BAK 12 at apch ends of Rwy 14-32.

**JASU** 9(A/M32A-86) 3(AM32A-60A) 6(AM32A-60B) 6(AM32A-95) **FUEL** Avbl Sun-Mon 1500-2200Z†, Tue-Sat 1330-0130Z†. **J8.** **FLUID** SP PRESAIR LOX LHGX. De-Ice avbl. **OIL** 0-148 SOAP. Avbl Tue-Fri 1315-0000Z† excluding holidays. PPR.

**MILITARY REMARKS:** Opr Tue-Sat 1330-0530Z†, Sun-Mon 1500-2300Z†. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR, ctc Base OPS DSN 847-9650, C720-847-9650, 140th Air National Guard OPS, DSN 847-9470. Tran acft may be req to fly straight-in full stop. C5, C-17, KC10, F4, EA6, F14 acft start run-up 300' down rwy prior to tkf to prevent asphalt and lgt system damage. Large/heavy acft req u-turn on rwy, make left turns at rwy end on the concrete portion. Avoid over flight radar domes NW Rwy 14-32. Aerodrome limited to wing assigned F16 alert acft only from Tues-Sat 0530-1330Z†, and Sun and Mon 2300-1500Z†. When local F-16s are opr in the arm-dearm area, tran acft larger than fighter size will park on the east ramp. For normal day to day ops, larger acft can be held on twys B, K, or M waiting for the F-16s to clear the area. **CAUTION** Friction tests indicate potentially haz condition at the touchdown areas of Rwy 32 and Rwy 14 during wet condition due to low friction, especially rgt of center. The haz areas slow up at 1000-2500' from the thld. Hi mid-air collision potential, extreme vigilance rqr. Phase II wildlife activity during migration/morning/evening hrs and winter months. Ctc ATIS or PTD for current conditions. Possible crosswind hazard Rwy 14-32. Unlgt d fence around afld. Heavy commercial tfc on Denver Intl Rwy 35 ILS course between 6500' and 12000' 2 NM east of Buckley. Heavy uncontrolled general aviation VFR tfc from Centennial 9 NM southwest. Tfc is concentrated from sfc to 10000' south, southeast and east of Buckley Class D Airspace. Ldg illusion exists on short final Rwy 14. Terrain rises short of thld then descends for 2000' creating illusion of acft being hi on final and excessive ground rush. Unlighted obstruction southwest of Rwy 32. Unlighted fence around afld. Extra caution should be used during ngt lgt. Avoid over flight of firing range located 890' left of centerline and 1 NM at apch end Rwy 32 when red bcn is on or red flag is displayed. **TFC PAT** Rwy 32 left tfc, Rwy 14 rgt tfc, overhead 7200(1538). Fighter acft expect clsd tfc and overhead pattern east of Buckley for noise avoidance. **MISC** First 1700' Rwy 14, first 1700' Rwy 32 concrete, middle 7600' Rwy 14-32 asphalt. Protocol, except priority refueling, not avbl. Four engine acft if able, shut down or idle outbound engine prior to taxi after lgt for Foreign Object Damage Control. Afld management does not issue or store COMSEC. **ARNG** Blackjack Ops DSN 250-1623/20 C720-250-1623/20.

**COMMUNICATIONS:** ATIS 119.675 259.3 **PTD** 372.2

Ⓡ **DENVER APP/DEP CON** 128.45 251.075

**TOWER** 121.0 291.675 (Tue-Sat 1330-0530Z†, Sun-Mon 1500-2300Z†) **GND CON/CLNC DEL** 121.6 275.8

**PMSV METRO** 228.45

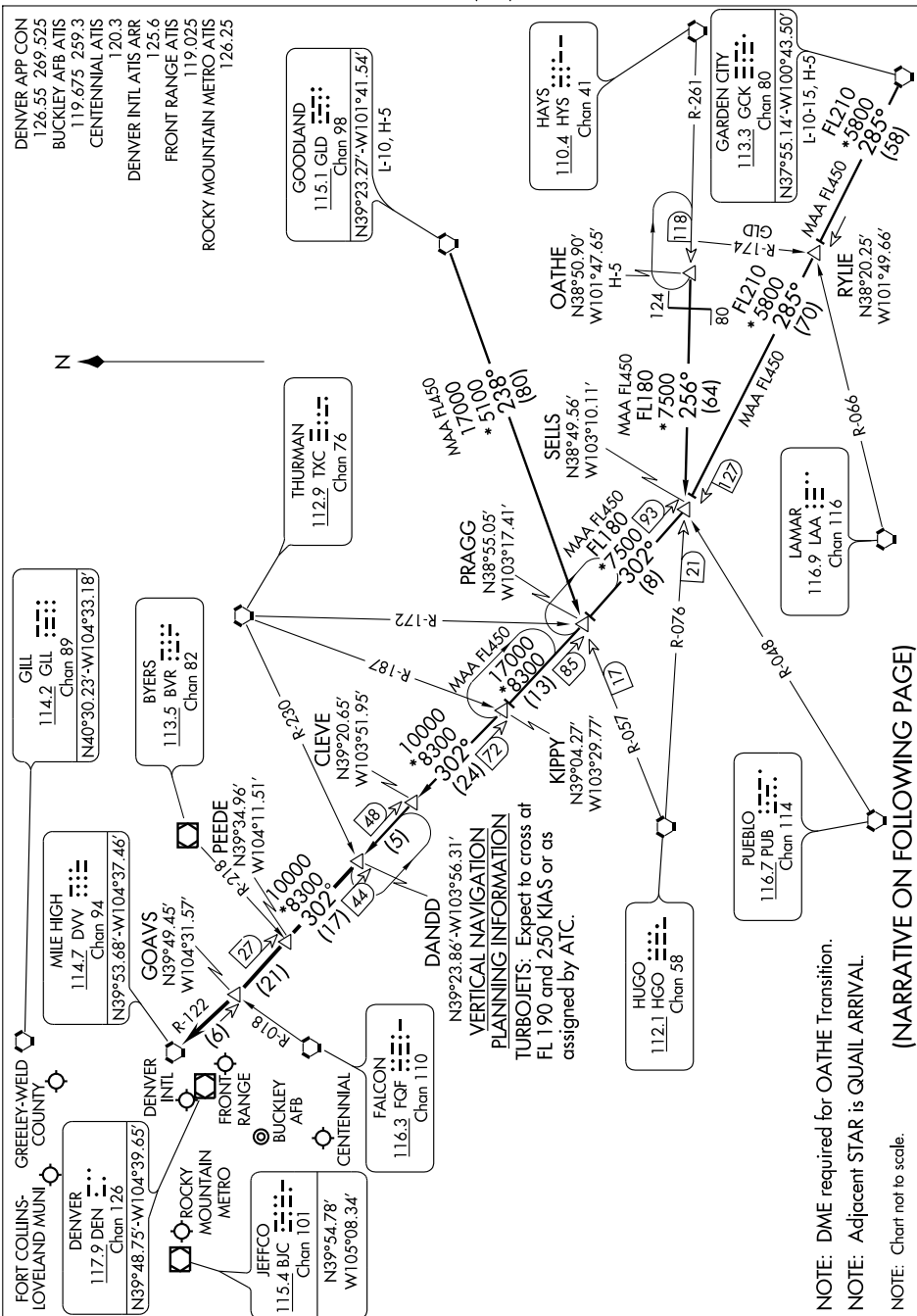
**BLACKJACK XRAY** 46.90 149.1 308.1

**AIRSPACE:** CLASS D svc Tue-Sat 1330-0530Z†, Sun-Mon 1500-2300Z† other times Class E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BKF.

**BUCKLEY (L) TACAN** Chan 33 **BKF** (109.6) N39°42.44' W104°45.13' at fld. 5594/12E. No NOTAM MP Mon 1500-1700Z†. Unmonitored 0530-1330Z†.

**ILS** 109.7 **I-BKF** Rwy 32 **Class IE.** No NOTAM MP: Tue 1500-1700Z†, GS Wed 1500-1700Z†.



SW-1. 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

DENVER, COLORADO

## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

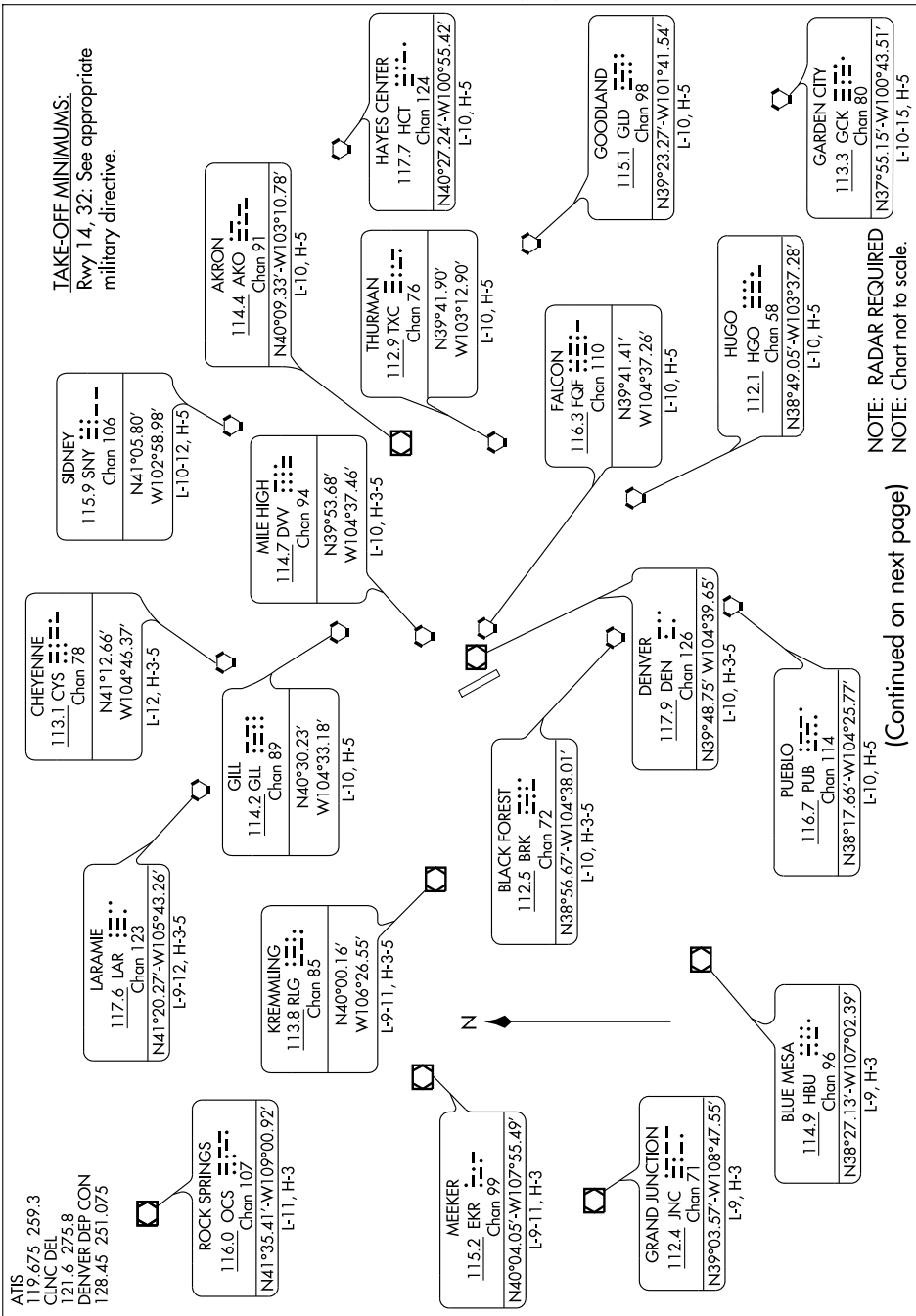


## DENVER FIVE DEPARTURE

SL-538 (FAA)

AURORA/ BUCKLEY AFB (BKF)  
AURORA, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



SW-1, 23 SEP 2010 to 21 OCT 2010

## DENVER FIVE DEPARTURE

SL-538 (FAA)

AURORA/ BUCKLEY AFB (BKF)  
AURORA, COLORADO

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

DENVER FIVE DEPARTURE

AURORA, COLORADO  
AURORA/ BUCKLEY AFB (BKF)

LOC I-BKF <b>109.7</b>	APCH CRS ILS <b>320°</b>	Rwy Idg <b>11,000</b> TDZE <b>5662</b> Arpt Elev <b>5662</b>
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JAL-538 [USAF]

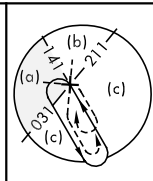
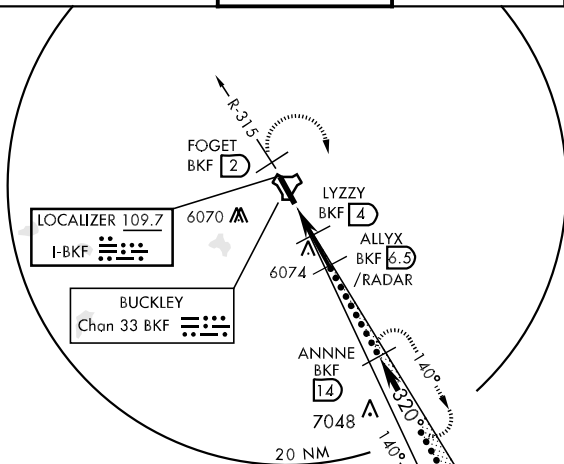
BUCKLEY AFB (BKF)

- \* When ALS inop, increase CAT CDE RVR to 40 and vis to  $\frac{3}{4}$  miles.  
 \*\* When ALS inop, increase CAT C vis to  $1\frac{3}{4}$  miles, CAT D vis to 2 miles, CAT E vis to  $2\frac{1}{4}$  miles.



MISSED APPROACH: Climb to 8200 via BKF R-315 to FOGT (2 DME), then climbing right turn to ANNNE (BKF R-140/14 DME) and hold.

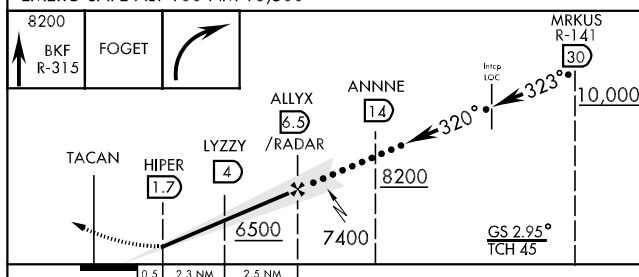
ATIS ★ <b>119.675 259.3</b>	DENVER APP CON <b>128.45 251.075</b>	BUCKLEY TOWER ★ <b>121.0 291.675</b>	GND CON <b>121.6 275.8</b>	CLNC DEL <b>121.6 275.8</b>
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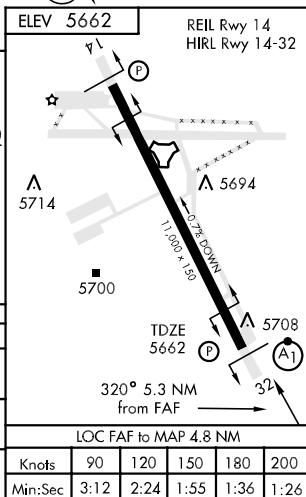
RADAR REQUIRED

NOT FOR CIVIL USE

EMERG SAFE ALT 100 NM 16,500



CATEGORY	C	D	E
S-ILS 32 *	5862/24	200	(200- $\frac{1}{2}$ )
S-LOC 32 **	6280/60 618 (700- $1\frac{1}{4}$ )	6280- $1\frac{1}{2}$ 618 (700- $1\frac{1}{2}$ )	6280- $1\frac{3}{4}$ 618 (700- $1\frac{3}{4}$ )
CIRCLING	6280- $1\frac{3}{4}$ 618 (700- $1\frac{3}{4}$ )	6300-2 638 (700-2)	6500-3 838 (900-3)



AURORA, COLORADO

39° 42' N-104° 45' W

BUCKLEY AFB (BKF)

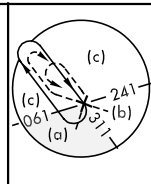
Orig 07326

HI-ILS RWY 32

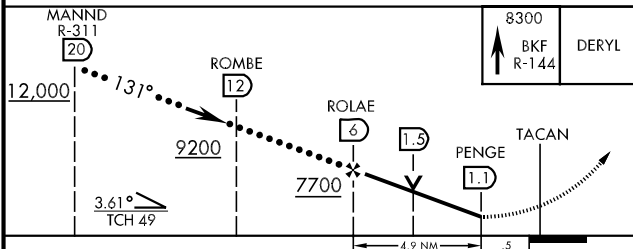
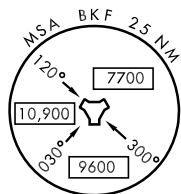
BUCKLEY AFB (BKF)

**MISSED APPROACH:** Climb to 8300 out R-144 to DERYL (BKF R-144/14 DME) and hold.

CLNC DEL  
**121.6 275.8**



EMERG SAFE ALT 100 NM 16,500



CATEGORY	C	D	E
S-14	5980-1 318 (400-1)	5980-1¼ 318 (400-1¼)	5980-1½ 318 (400-1½)
CIRCLING	6220-1½ 558 (600-1½)	6300-2 638 (700-2)	6500-3 838 (900-3)

BUCKLEY AFB (BKF)

Orig 07326

HI-TACAN RWY 14

TACAN BKF Chan <b>33</b>	APCH CRS <b>324°</b>	Rwy Idg <b>11,000</b> TDZE <b>5662</b> Arpt Elev <b>5662</b>	JAL-538 [USAF]	BUCKLEY AFB (KBKF)
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▼ \* When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

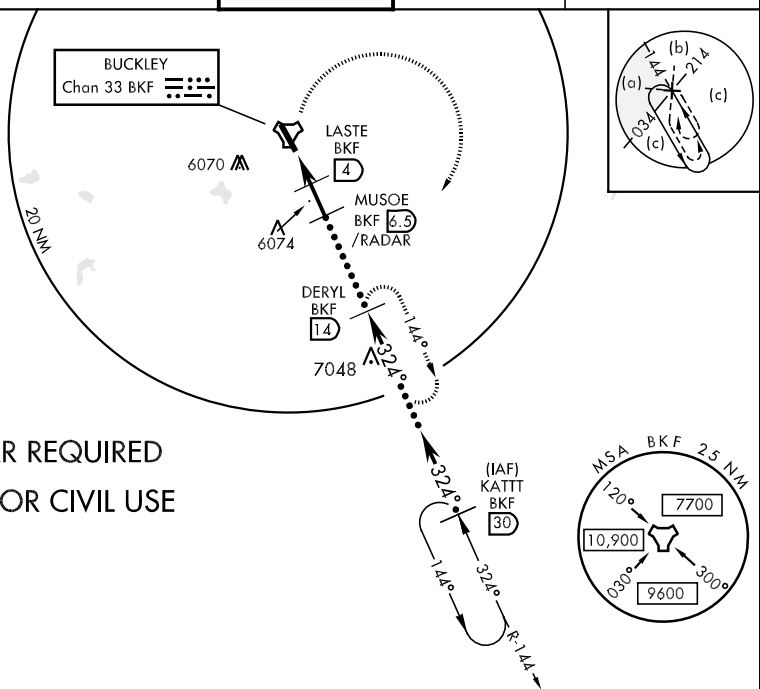
ALS-F-1



MISSED APPROACH: Climbing right turn to 8300 to DERYL (BKF R-144/14 DME) and hold.

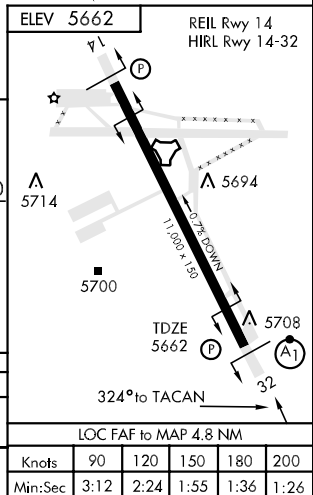
ATIS ★ <b>119.675 259.3</b>	DENVER APP CON <b>128.45 251.075</b>	BUCKLEY TOWER ★ <b>121.0 291.675</b>	GND CON <b>121.6 275.8</b>	CLNC DEL <b>121.6 275.8</b>
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RADAR REQUIRED  
NOT FOR CIVIL USE



EMERG SAFE ALT 100 NM 16,500

8300	BKF R-144 <b>14</b>	MUSOE /RADAR <b>6.5</b>	DERYL R-144 <b>14</b>	KATTT R-144 <b>30</b>
VGSI and descent angles not coincident				
TACAN	HIPER <b>1.7</b>	LASTE <b>4</b>	7400	10,000
	0.5	2.3 NM	2.5 NM	
TCH 45				
2.95°				
CATEGORY	C	D	E	
S-32 *	6280/60 618 (700-1¼)	6280-1½ 618 (700-1½)	6280-1¾ 618 (700-1¾)	
CIRCLING	6280-1 ¾ 618 (700-1¾)	6300-2 638 (700-2)	6500-3 838 (900-3)	



LOC I-BKF <b>109.7</b>	APCH CRS ILS <b>320°</b>	Rwy Idg <b>11,000</b> TDZE <b>5662</b> Arprt Elev <b>5662</b>
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AL-538 [USAF]

BUCKLEY AFB (BKF)

▼ \* When ALS inop, increase CAT ABCDE RVR to 40 and vis to  $\frac{3}{4}$  miles.  
 \*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to  $1\frac{3}{4}$  miles, CAT D vis to 2 miles, and CAT E vis to  $2\frac{1}{4}$  miles.

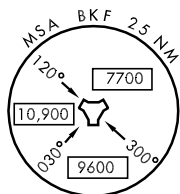
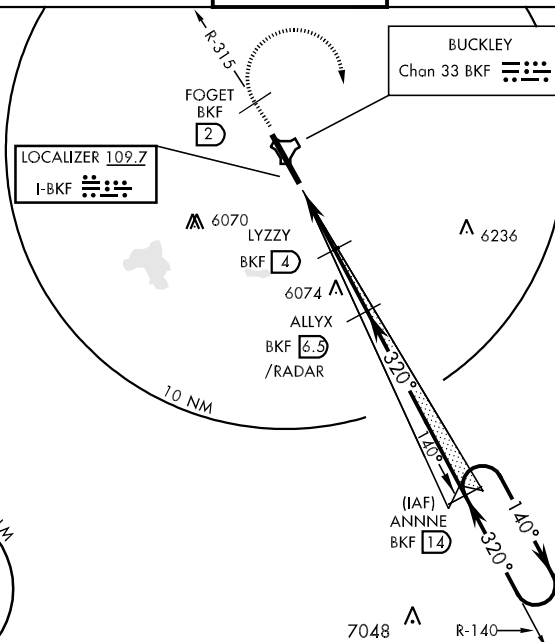


MISSED APPROACH: Climb to 8200 via BKF R-315 to FOGET (2 DME) then climbing right turn to BKF R-140/14 DME (ANNNE) and hold.

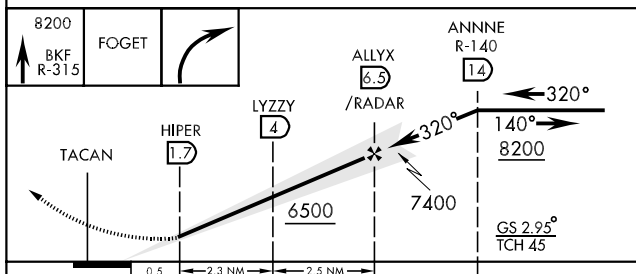
ATIS ★ <b>119.675 259.3</b>	DENVER APP CON <b>128.45 251.075</b>	BUCKLEY TOWER ★ <b>121.0 291.675</b>	GND CON <b>121.6 275.8</b>	CLNC DEL <b>121.6 275.8</b>
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NOT FOR CIVIL USE

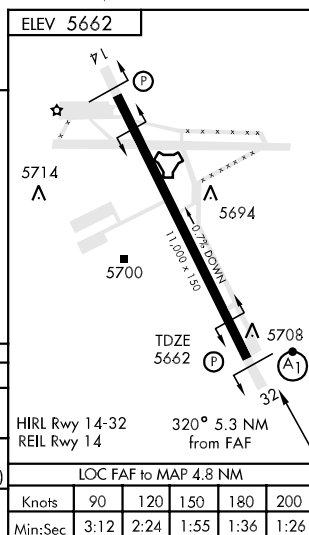
RADAR REQUIRED



EMERG SAFE ALT 100 NM 16,500



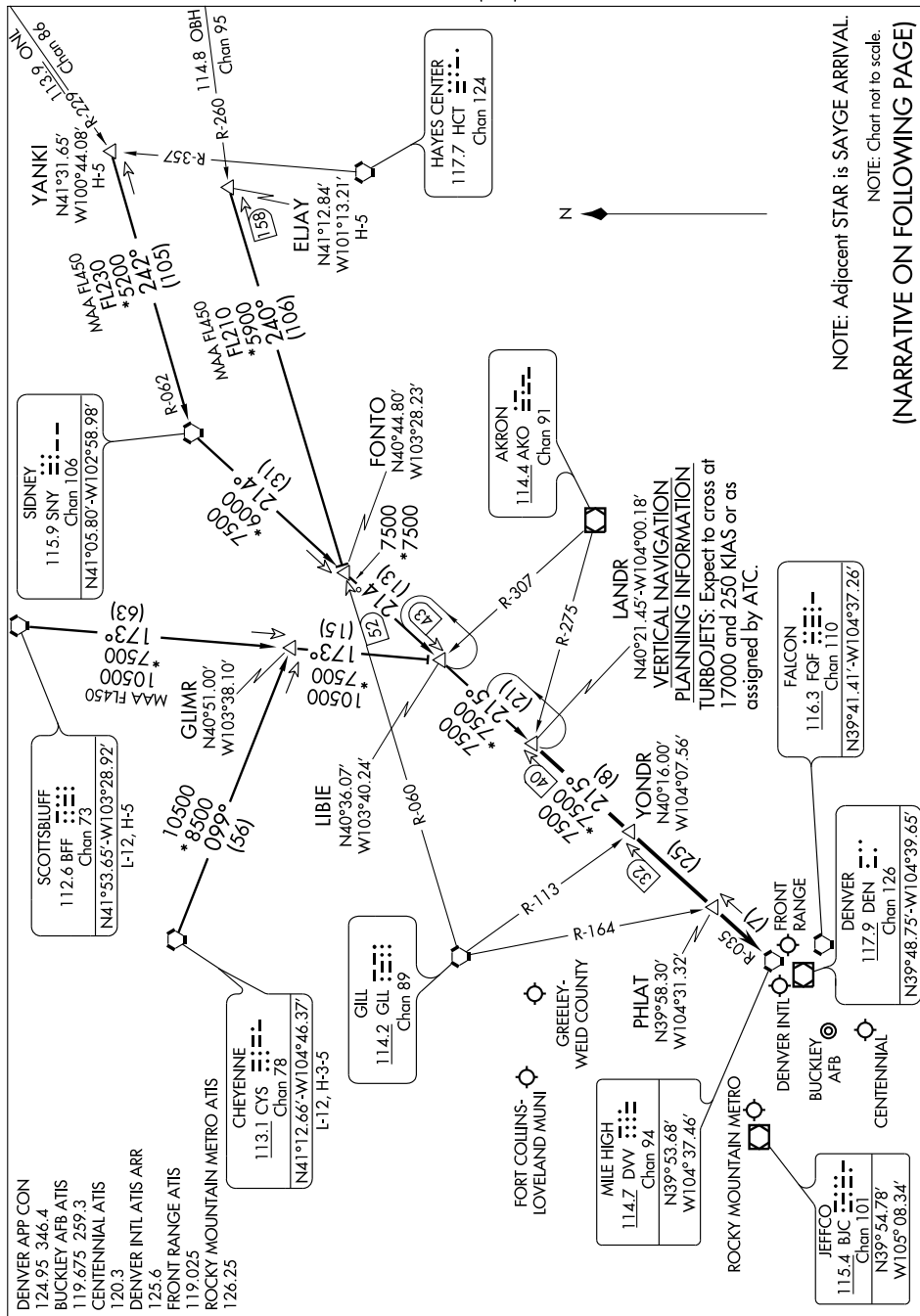
CATEGORY	A	B	C	D	E
S-ILS 32 *	5862/24 200 (200-½)				
S-LOC 32 **	6280/24 618 (700-½)	6280/60 618(700-1¼)	6280-1½ 618(700-1½)	6280-1¾ 618(700-1¾)	
CIRCLING	6280-1 618 (700-1)	6280-1¾ 618(700-1¾)	6300-2 638(700-2)	6500-3 838 (900-3)	



LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

## LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER, COLORADO

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



## LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER APP CON  
120.35 379.3  
BUCKLEY AFB ATIS  
119.675 259.3  
CENTENNIAL ATIS  
120.3  
DENVER INTL ATIS ARR  
125.6  
FRONT RANGE ATIS  
119.025  
ROCKY MOUNTAIN METRO ATIS  
126.25

GILL  
114.2 GLL : : : :  
Chan 89  
N40°30.23'-W104°33.18'

FORT COLLINS-  
LOVELAND MUNI

GREELEY-  
WELD COUNTY

DENVER  
117.9 DEN : : :  
Chan 126  
N39°48.75'-W104°39.65'

ROCKY MOUNTAIN  
METRO

DENVER  
INTL

FRONT RANGE

JEFFCO  
115.4 BJC : : : :  
Chan 101

HUUGE  
N39°34.72'  
W104°47.91'

PAYDD  
N39°24.10'  
W105°04.73'

**LARKS**  
N39°15.44'-W105°18.31'  
**VERTICAL NAVIGATION  
PLANNING INFORMATION**

**TURBOJETS:** Expect to cross at  
17000 and 250 KIAS or as  
assigned by ATC.

FALCON  
116.3 FGF : : : :  
Chan 110  
N39°41.41'  
W104°37.26'

RED TABLE  
113.0 DBL : : : :  
Chan 77

BLUE MESA  
114.9 HBU : : : :  
Chan 96

BLACK FOREST  
112.5 BRK : : : :  
Chan 72

RATTLESNAKE  
115.3 RSK : : : :  
Chan 100  
N36°44.90'-W108°05.93'  
L-8, H-4

ALAMOSA  
113.9 ALS : : : :  
Chan 86  
N37°20.95'-W105°48.93'  
L-8-9, H-4-5

PUEBLO  
116.7 PUB : : : :  
Chan 114  
N38°17.66'-W104°25.77'  
L-10, H-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## LARKS SIX ARRIVAL

(LARKS.LARKS6) 09351

DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

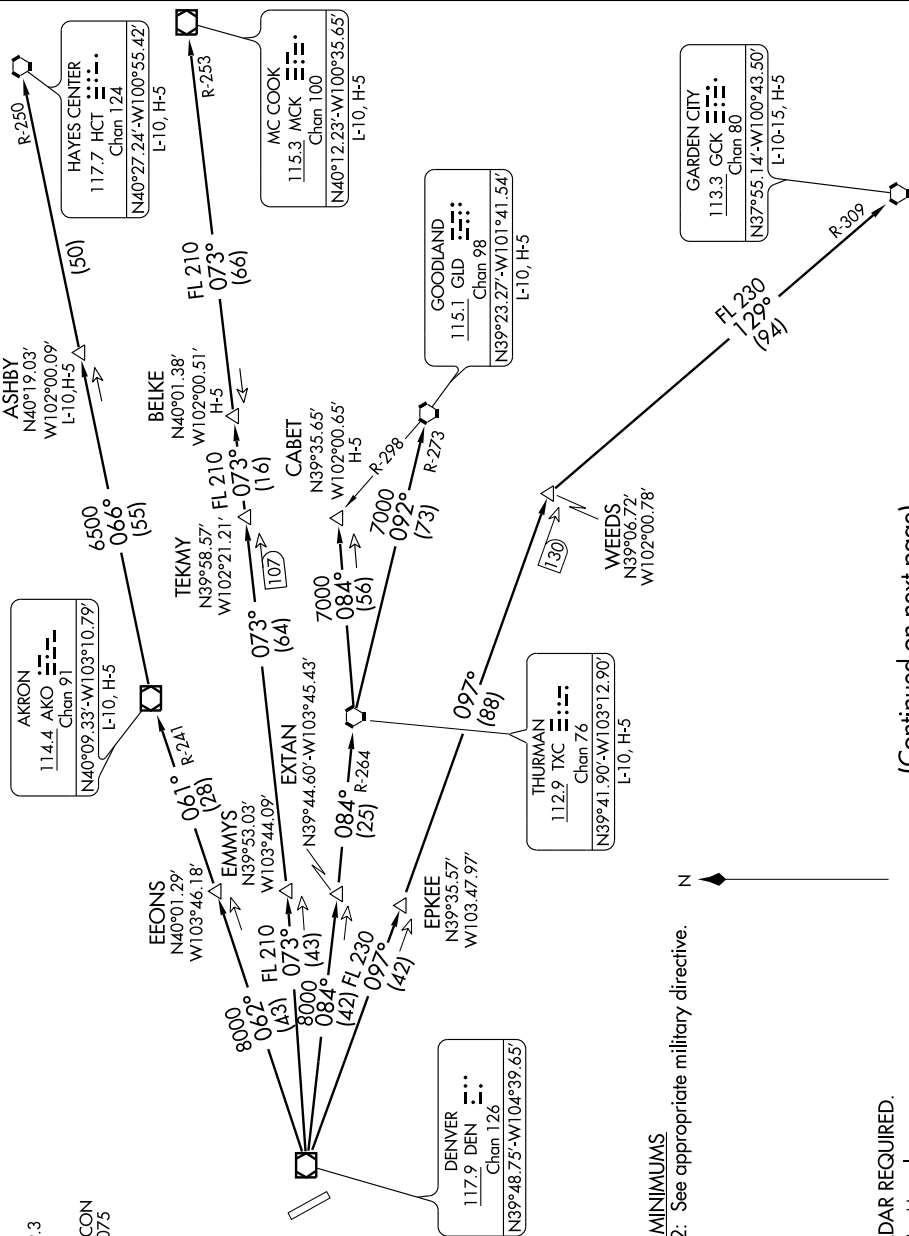


# PLAINS FOUR DEPARTURE

SL-538 (FAA)

AURORA/BUCKLEY AFB (BKF)  
AURORA, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



(Continued on next page)

SW-1, 23 SEP 2010 to 21 OCT 2010

# PLAINS FOUR DEPARTURE

AURORA, COLORADO  
AURORA/BUCKLEY AFB (BKF)

TAKE-OFF MINIMUMS

Rwy 14, 32: See appropriate military directive.

NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

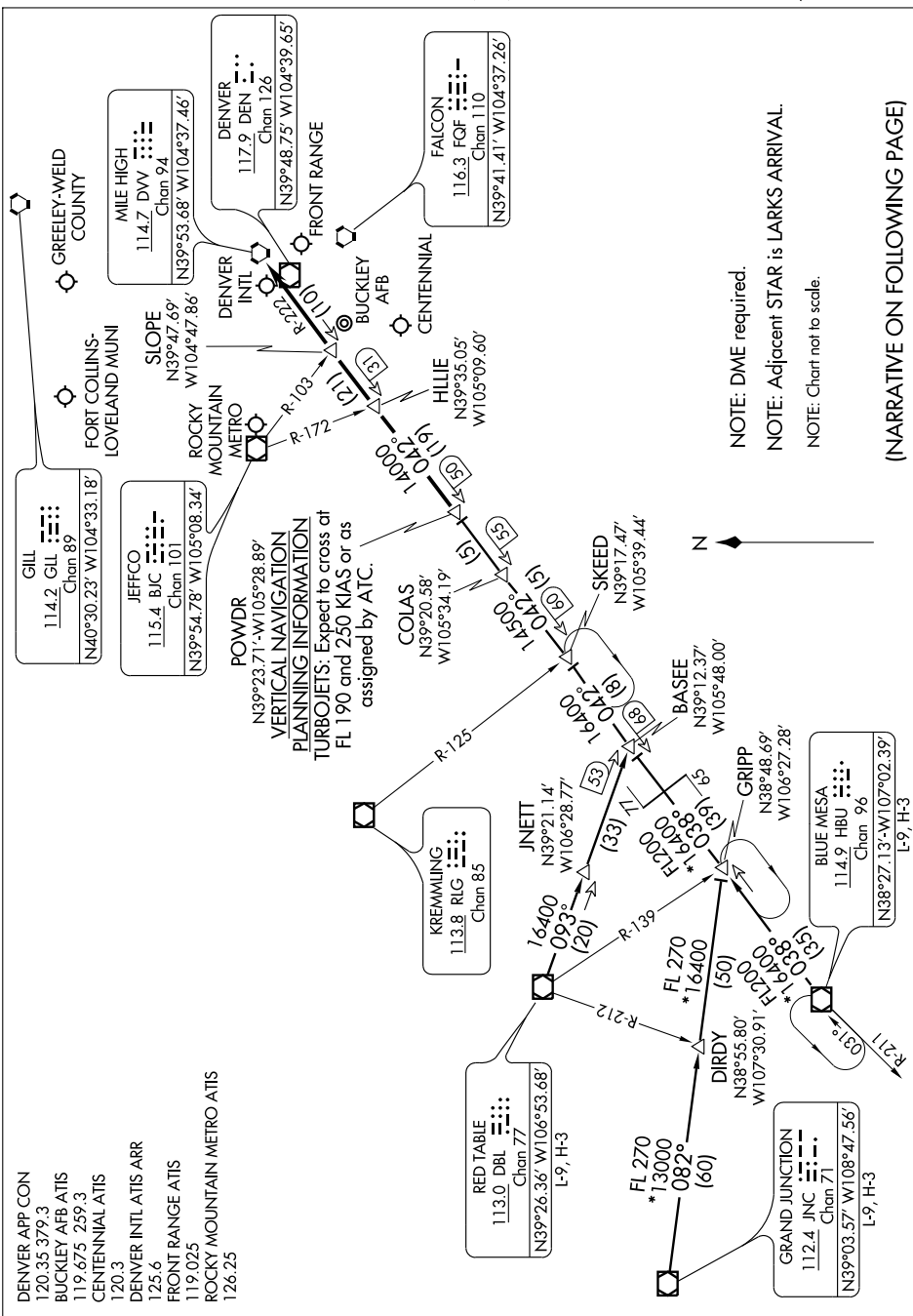
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

## POWDR SEVEN ARRIVAL

DENVER, COLORADO

## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIFF INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

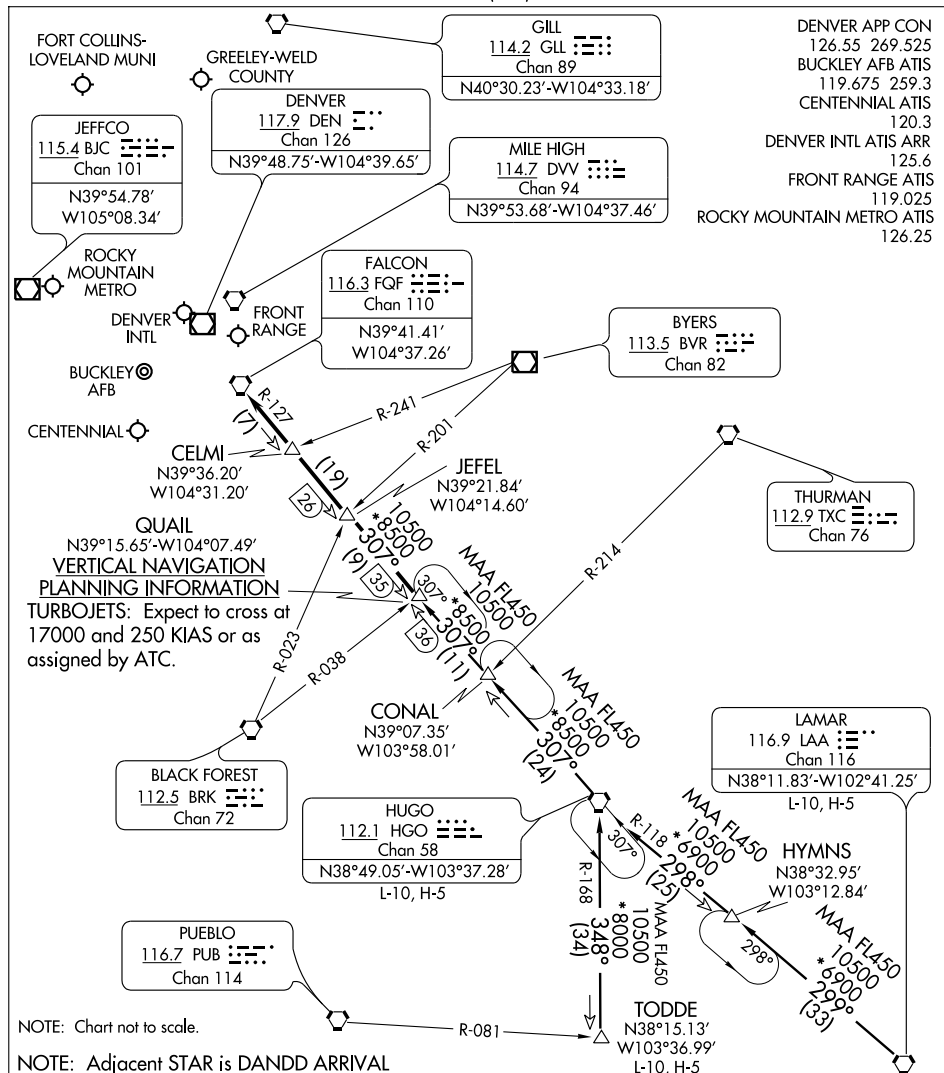
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC.  
Expect radar vectors to the final approach course at or before FQF VORTAC.

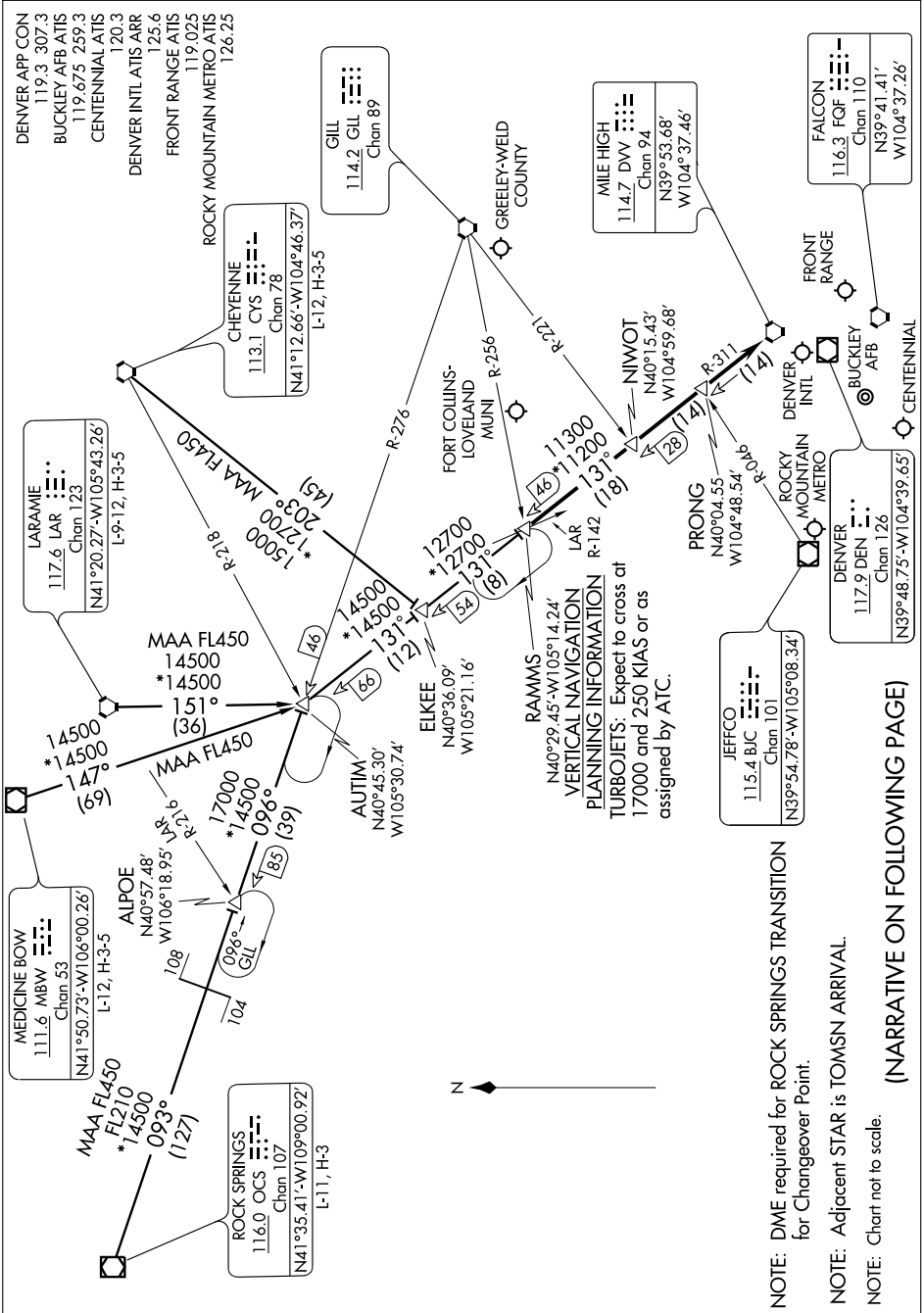
## DENVER, COLORADO



## RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



## RAMMS FIVE ARRIVAL

DENVER, COLORADO

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

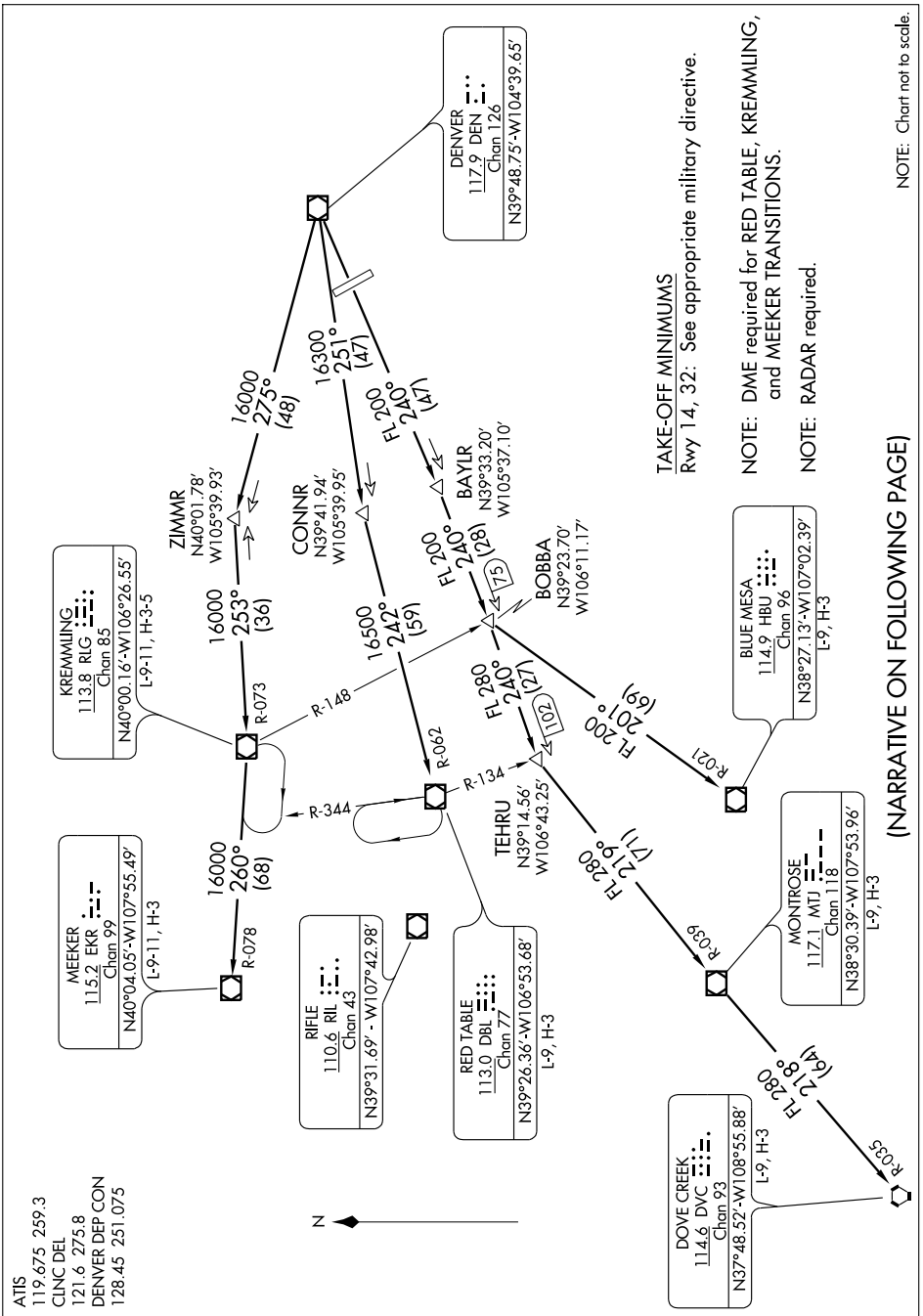
MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010





## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1, 23 SEP 2010 to 21 OCT 2010

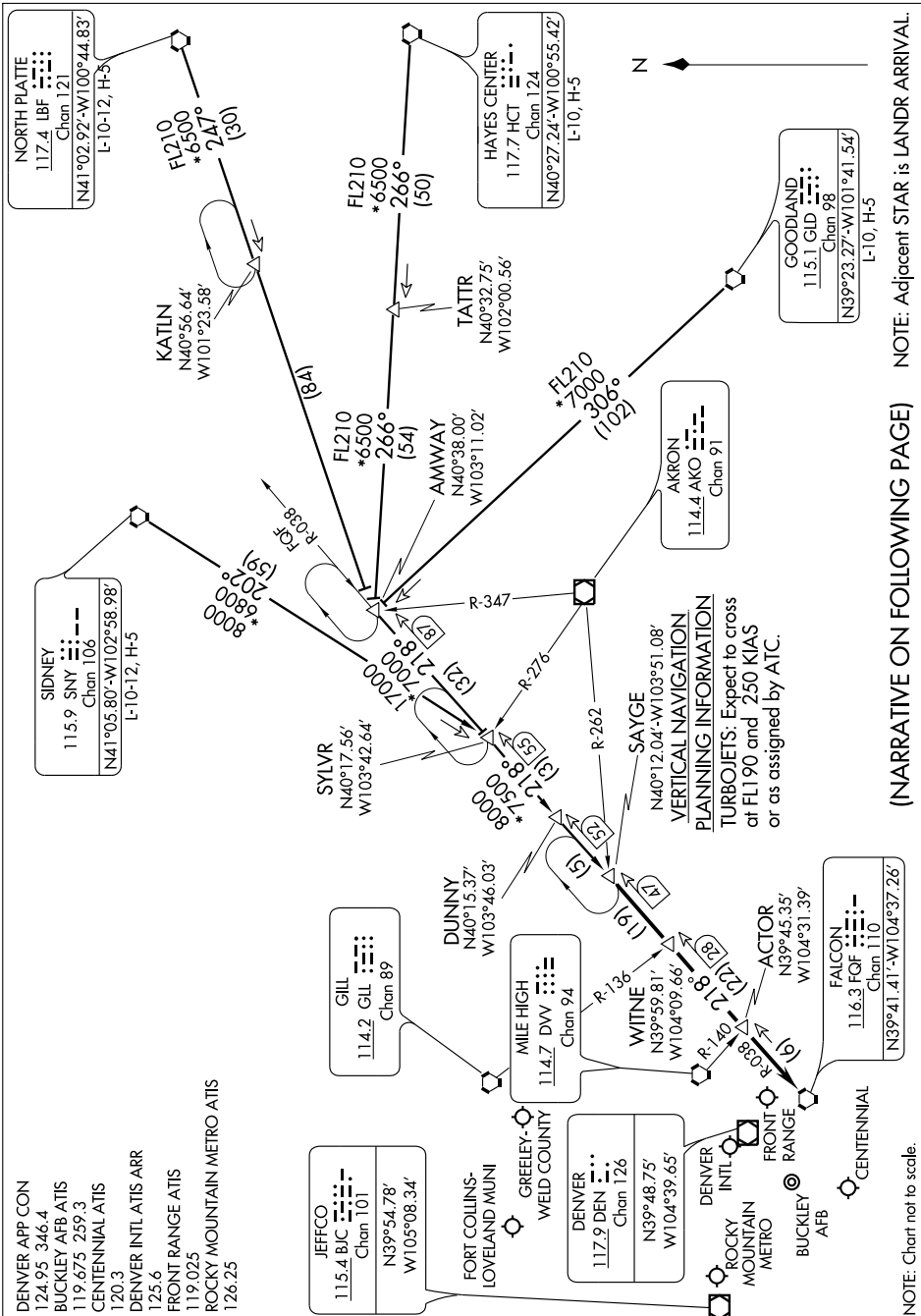
SW-1, 23 SEP 2010 to 21 OCT 2010

## SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE) NOTE: Adjacent STAR is LANDR ARRIVAL.

SW-1, 23 SEP 2010 to 21 OCT 2010

## SAYGE SIX ARRIVAL

DENVER, COLORADO

## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

TACAN BKF  
Chan **33**

APCH CRS  
**324°**

Rwy Idg **11,000**  
TDZE **5662**  
Arpt Elev **5662**

AL-538 [USAF]

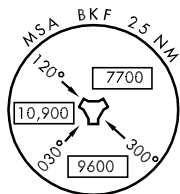
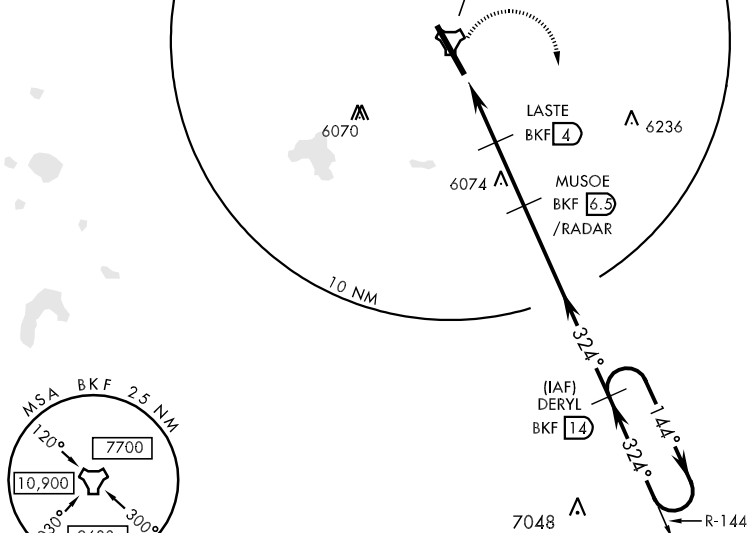
BUCKLEY AFB (KBKF)

**▽** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 2 miles, CAT E vis to 2½ miles.

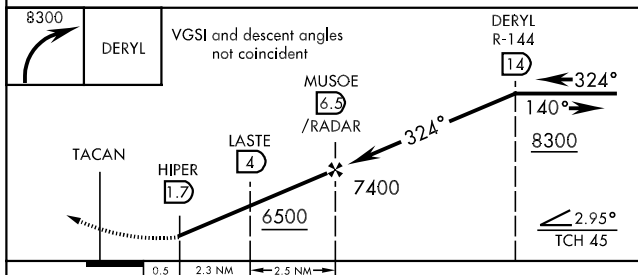


MISSED APPROACH: Climbing right turn to 8300 to DERYL (BKF R-144/14 DME) and hold.

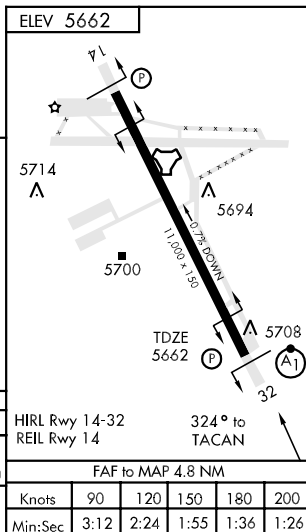
ATIS ★ <b>119.675 259.3</b>	DENVER APP CON <b>128.45 251.075</b>	BUCKLEY TOWER ★ <b>121.0 291.675</b>	GND CON <b>121.6 275.8</b>	CLNC DEL <b>121.6 275.8</b>
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NOT FOR  
CIVIL USERADAR  
REQUIRED

EMERG SAFE ALT 100 NM 16,500



CATEGORY	A	B	C	D	E
S-32 *	6280/24 618 (700-½)		6280/60 618(700-1¼)	6280-1½ 618(700-1½)	6280-1¾ 618(700-1¾)
CIRCLING	6280-1 618 (700-1)		6280-1¾ 618(700-1¾)	6300-2 638(700-2)	6500-3 838 (900-3)





NOTE: Chart not to scale.



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

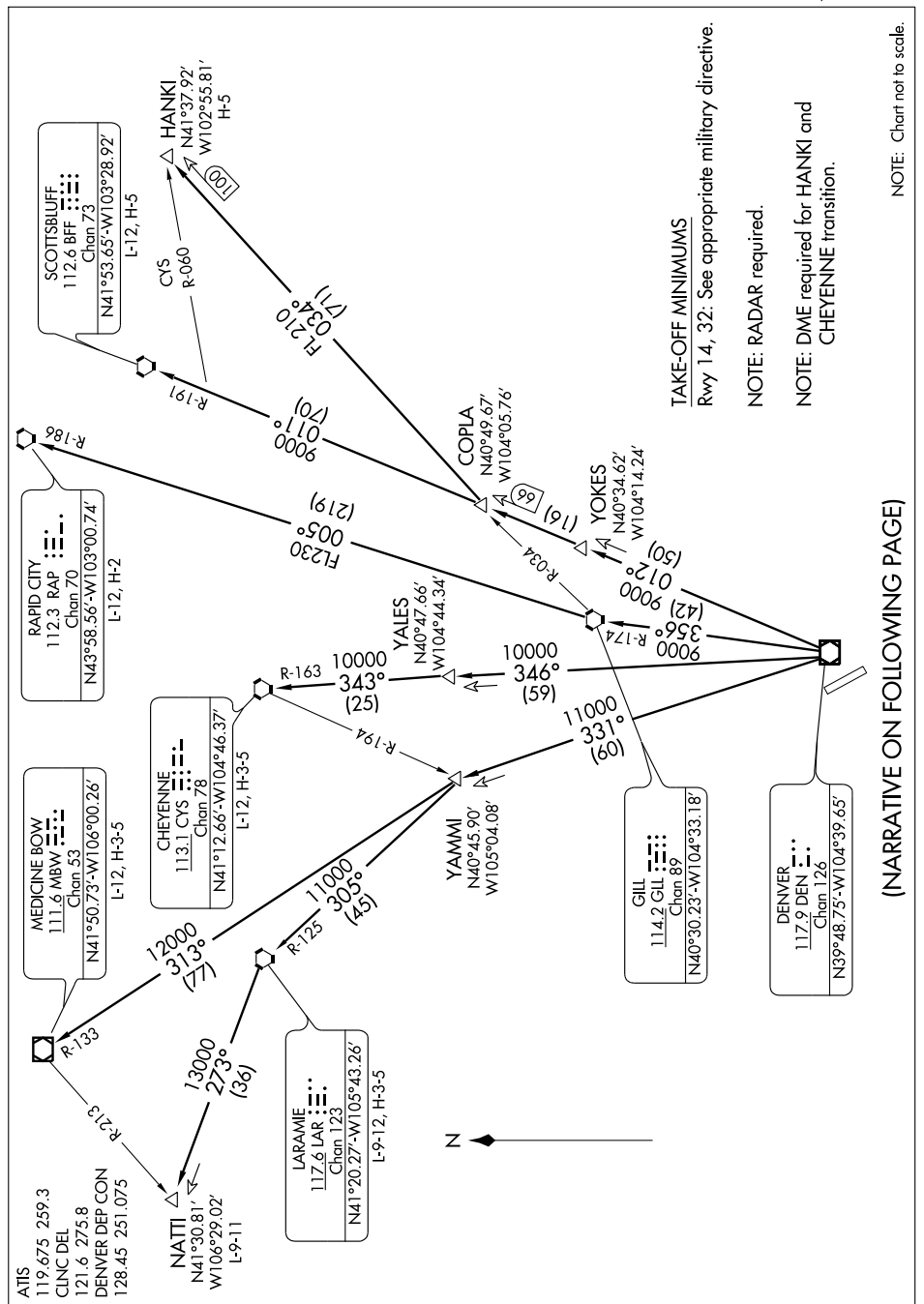
....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

# YELLOWSTONE SIX DEPARTURE

SW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

## YELLOWSTONE SIX DEPARTURE

(YELLOW6.DEN) 09127

AURORA, COLORADO  
AURORA/BUCKLEY AFB (BKF)

## YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLOW6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLOW6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLOW6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLOW6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLOW6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLOW6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLOW6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

# BUENA VISTA

**CENTRAL COLORADO RGNL** (AEJ) 2 S UTC-7(-6DT) N38°48.85' W106°07.24'

7946 B S4 FUEL 100LL, JET A NOTAM FILE DEN

RWY 15-33: H8300X75 (ASPH) S-30, D-30 MIRL

RWY 15: PAPI(P2L)—GA 3.0° TCH 41'. Rgt tfc.

RWY 33: PAPI(P2L)—GA 3.0° TCH 40'. 0.7% up.

**AIRPORT REMARKS:** Attended 1500-2200Z+. For svc after hrs call 719-395-3496. Deer on and in vicinity of arpt. All taxiways marked with blue/yellow reflectors. -3' drainage ditch 170' E of Rwy 15-33 centerline, full length. ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33—CTAF.

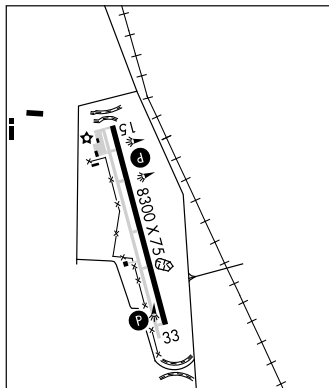
**WEATHER DATA SOURCES:** AWOS-3 132.925 (719) 395-2599.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 119.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

BLUE MESA (H) VORW/DME 114.9 HBU Chan 96 N38°27.13' W107°02.39' 049° 48.4 NM to fld. 8730/14E.



**BUFFS** N40°20.08' W104°37.57' NOTAM FILE DEN.

NDB (LOM) 348 DC 346° 6.2 NM to Greeley-Weld Co.

CHEYENNE

# BURLINGTON

**KIT CARSON CO** (ITR) 3 S UTC-7(-6DT) N39°14.55' W102°17.12'

4219 B S4 FUEL 100LL, JET A1+ OX 3, 4 NOTAM FILE ITR

RWY 15-33: H5201X75 (ASPH) S-17, D-17 MIRL 0.3% up NW

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 31'.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 32'.

**AIRPORT REMARKS:** Attended daltg hours. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. ACTIVATE MIRL Rwy 15-33 PAPI and REIL Rwy 15 and Rwy 33—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** ASOS 135.225 (719) 346-7036.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DENVER CENTER APP/DEP CON 132.5

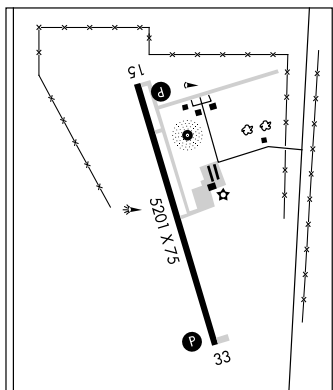
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLD.

GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39°23.27' W101°41.54' 241° 29.0 NM to fld. 3650/12E. HIWAS.

NDB (MHW) 209 ITR N39°14.78' W102°17.03' at fld. NOTAM FILE ITR. NDB monitored 1330-2330Z+ daily.

ILS/DME 111.9 I-OBG Chan 56 Rwy 33. Class IT.

LOC only. LOC monitored 1330-2330Z+ daily.



WICHITA  
H-5A, L-10G  
IAP

APP CRS <b>331°</b>	Rwy Idg <b>8300</b>
	TDZE <b>7921</b>
	Apt Elev <b>7946</b>

## GPS RWY 33

BUENA VISTA/CENTRAL COLORADO RGNL (A/EJ)

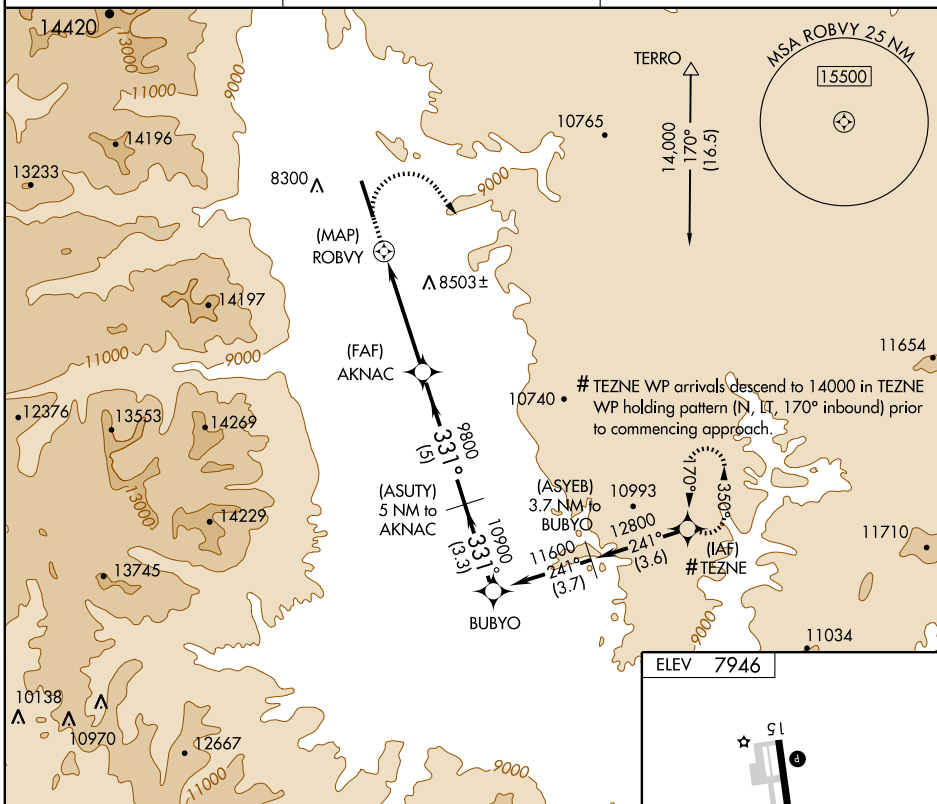
**T** Obtain local altimeter setting on CTAf, when not received, procedure not authorized.  
**Δ NA** Circling not authorized northeast of Rwy 15-33.

**MISSED APPROACH:** Climb to 9850, then climbing right turn to 16000 direct TEZNE WP and hold.

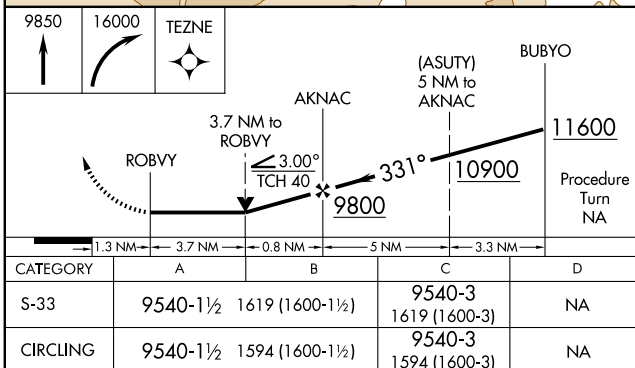
AWOS-3  
**132.925**

DENVER CENTER  
**119.85 363.15**

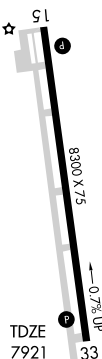
UNICOM  
**122.8 (CTAF) 0**



ELEV 7946



MIRL Rwy 15-33 0



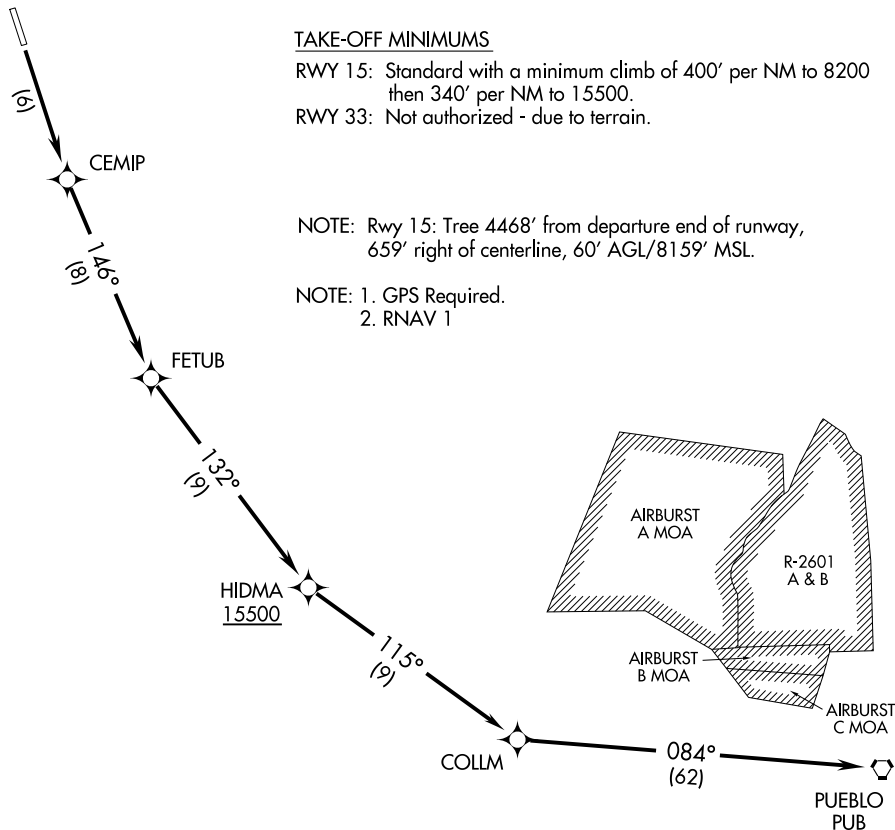
DENVER CENTER  
 119.85 363.15  
 UNICOM 122.8 (CTAF)

TAKE-OFF MINIMUMS

RWY 15: Standard with a minimum climb of 400' per NM to 8200  
 then 340' per NM to 15500.  
 RWY 33: Not authorized - due to terrain.

NOTE: Rwy 15: Tree 4468' from departure end of runway,  
 659' right of centerline, 60' AGL/8159' MSL.

NOTE: 1. GPS Required.  
 2. RNAV 1



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RUNWAY 15: Climb direct CEMIP WP, then via 146° track to FETUB WP then via 132° track to cross HIDMA WP at or above 15500', then via depicted route to PUB VORTAC.

TAKE-OFF RUNWAY 33: Not authorized.

# BUENA VISTA

**CENTRAL COLORADO RGNL** (AEJ) 2 S UTC-7(-6DT) N38°48.85' W106°07.24'

7946 B S4 **FUEL** 100LL, JET A NOTAM FILE DEN

**Rwy 15-33:** H8300X75 (ASPH) S-30, D-30 MIRL

**Rwy 15:** PAPI(P2L)—GA 3.0° TCH 41'. Rgt tfc.

**Rwy 33:** PAPI(P2L)—GA 3.0° TCH 40'. 0.7% up.

**AIRPORT REMARKS:** Attended 1500-2200Z+. For svc after hrs call 719-395-3496. Deer on and in vicinity of arpt. All taxiways marked with blue/yellow reflectors. -3' drainage ditch 170' E of Rwy 15-33 centerline, full length. **ACTIVATE MIRL** Rwy 15-33 and PAPI Rwy 15 and Rwy 33—CTAF.

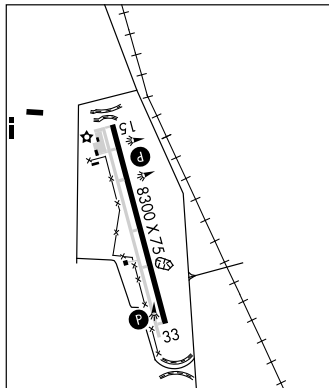
**WEATHER DATA SOURCES:** AWOS-3 132.925 (719) 395-2599.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**DENVER CENTER APP/DEP CON** 119.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

**BLUE MESA (H) VORW/DME** 114.9 HBU Chan 96 N38°27.13' W107°02.39' 049° 48.4 NM to fld. 8730/14E.



**BUFFS** N40°20.08' W104°37.57' NOTAM FILE DEN.

**NDB (LOM)** 348 DC 346° 6.2 NM to Greeley-Weld Co.

CHEYENNE

# BURLINGTON

**KIT CARSON CO** (ITR) 3 S UTC-7(-6DT) N39°14.55' W102°17.12'

4219 B S4 **FUEL** 100LL, JET A1+ OX 3, 4 NOTAM FILE ITR

**Rwy 15-33:** H5201X75 (ASPH) S-17, D-17 MIRL 0.3% up NW

**Rwy 15:** REIL. PAPI(P4L)—GA 3.0° TCH 31'.

**Rwy 33:** REIL. PAPI(P4L)—GA 3.0° TCH 32'.

**AIRPORT REMARKS:** Attended daltg hours. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. **ACTIVATE MIRL** Rwy 15-33 PAPI and REIL Rwy 15 and Rwy 33—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** ASOS 135.225 (719) 346-7036.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **DENVER CENTER APP/DEP CON** 132.5

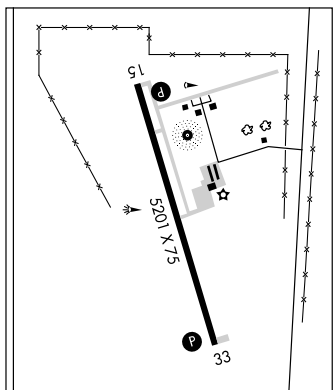
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLD.

**GOODLAND (H) VORTACW** 115.1 GLD Chan 98 N39°23.27' W101°41.54' 241° 29.0 NM to fld. 3650/12E. **HIWAS.**

**NDB (MHW)** 209 ITR N39°14.78' W102°17.03' at fld. NOTAM FILE ITR. NDB monitored 1330-2330Z+ daily.

**ILS/DME** 111.9 I-OBG Chan 56 Rwy 33. Class IT.

**LOC only.** LOC monitored 1330-2330Z+ daily.



WICHITA

H-5A, L-106

IAP

LOC/DME I-OBG <b><u>111.9</u></b> Chgn <b>56</b>	APP CRS <b>330°</b>	Rwy Idg <b>5201</b> TDZE <b>4203</b> Apt Elev <b>4217</b>
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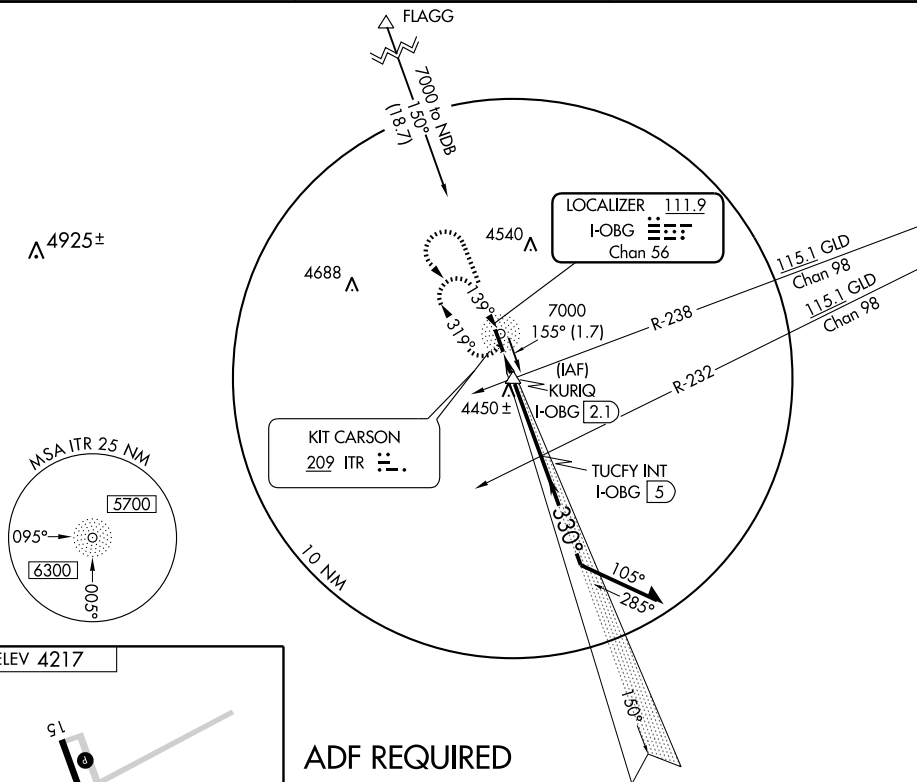
LOC RWY 33  
BURLINGTON/ KIT CARSON COUNTY (ITR)

<b>A</b> NA	Use of I-OBG DME required for procedure entry from ITR NDB.
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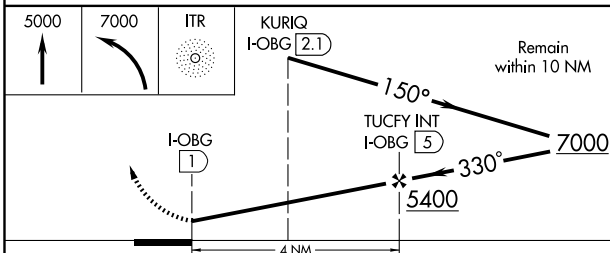
**MISSED APPROACH:** Climb to 5000, then climbing left turn to 7000 direct ITR NDB and hold.

ASOS  
135.225DENVER CENTER  
132.5 379.15

UNICOM  
122.8 (CTAF) **L**



## ADF REQUIRED



CATEGORY	A	B	C	D
S-33	4640-1	437 (500-1)	4640-1¼ 437 (500-1¼)	4640-1½ 437 (500-1½)
CIRCLING	4640-1 423 (500-1)	4680-1 463 (500-1)	4680-1½ 463 (500-1½)	4800-2 583 (600-2)

BURLINGTON, COLORADO  
Orig 10210

BURLINGTON/KIT CARSON COUNTY (ITR)

LOC RWY 33

39°15'N-102°17'W

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

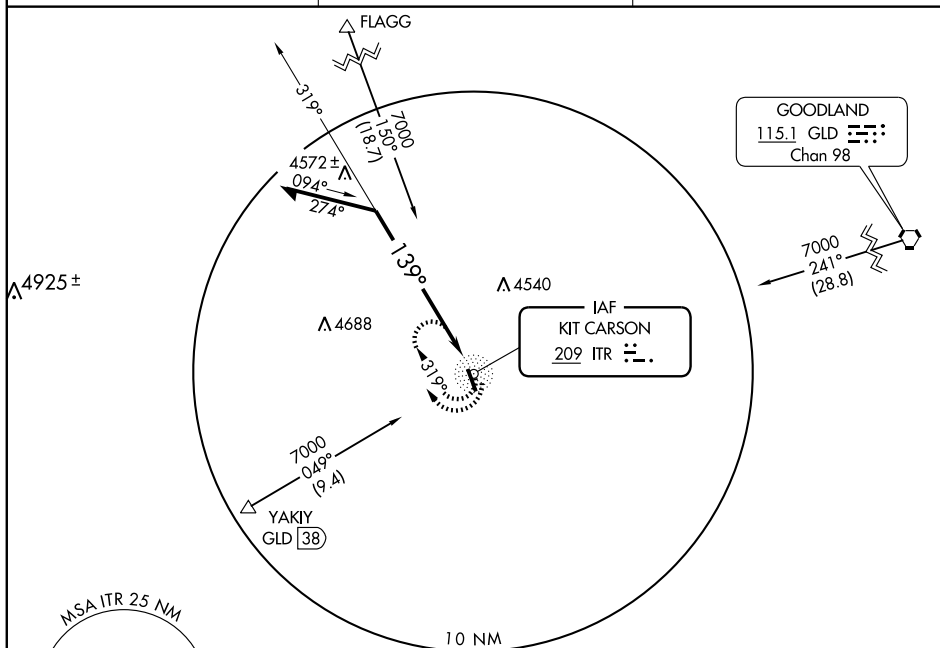


NDB ITR <b>209</b>	APP CRS <b>139°</b>	Rwy Idg TDZE Apt Elev	<b>5201</b> <b>4219</b> <b>4219</b>
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**NDB RWY 15**

BURLINGTON/ KIT CARSON COUNTY (ITR)

<b>▲</b> NA	MISSED APPROACH: Climbing right turn to 7000 in ITR NDB holding pattern.
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ASOS  
**135.225**DENVER CENTER  
**132.5 379.15**UNICOM  
**122.8 (CTAF) 0**

▲ 4925 ±

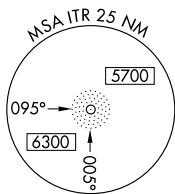
IAF  
KIT CARSON  
**209** ITR

▲ 4688

▲ 4540

7000  
049°  
(9.4)YAKIY  
GLD **38**GOODLAND  
115.1 GLD  
Chan 987000  
241°  
(28.8)

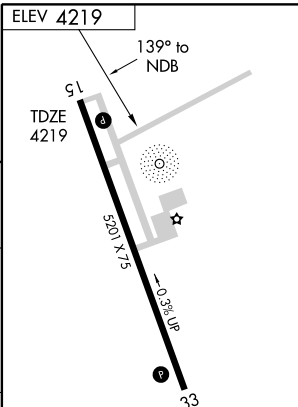
10 NM

Remain  
within 10 NM**6300**

NDB

319°

139°



ELEV 4219

TDZE 4219

139° to  
NDB

0.33 UP

33

CATEGORY	A	B	C	D
S-15	4940-1 721 (800-1)		4940-2 721 (800-2)	4940-2 1/4 721 (800-2 1/4)
CIRCLING	4940-1 721 (800-1)		4940-2 721 (800-2)	4940-2 1/4 721 (800-2 1/4)

MIRL Rwy 15-33 0  
REIL Rws 15 and 33 0

WAAS CH <b>72999</b> <b>W15A</b>	APP CRS <b>150°</b>	Rwy Idg <b>5201</b> TDZE <b>4219</b> Apt Elev <b>4219</b>
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# RNAV (GPS) RWY 15

BURLINGTON/ KIT CARSON COUNTY (ITR)

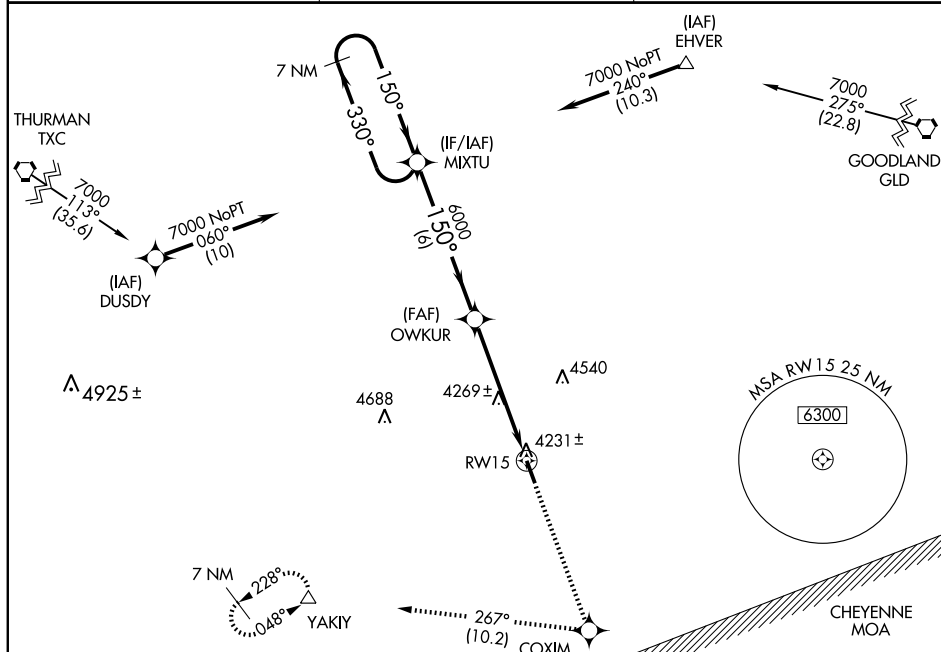
DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -23°C (-9°F)

MISSED APPROACH: Climb to 7000 direct COXIM and right turn via 267° track to YAKIY, and hold, continue climb-in-hold to 7000.

ASOS  
**135.225**

DENVER CENTER  
**132.5 379.15**

UNICOM  
**122.8 (CTAF) 0**



7 NM Holding Pattern				
MIXTU				
7000 ← 330° 150° →				
GS 3.00° TCH 31				
OWKUR				
6000				
* 0.9 NM to RW15				
RW15				
* INAV only				
6 NM 4.5 NM 0.9				
CATEGORY	A	B	C	D
LPV DA		4469-1	250 (300-1)	
INAV/ VNAV		4481-1	262 (300-1)	
INAV MDA		4520-1	301 (400-1)	
CIRCLING	4580-1 361 (400-1)	4680-1 461 (500-1)	4680-1½ 461 (500-1½)	4780-2 561 (600-2)

MIRL Rwy 15-33 0  
REIL Rws 15 and 33 0

## CANON CITY

### FREMONT CO

(1V6) 6 E UTC-7(-6DT) N38°25.68' W105°06.35'

5439 B S4 FUEL 100LL, JET A OX 1, 2 TPA-6200(761) NOTAM FILE DEN

RWY 11-29: H5399X75 (ASPH) S-26, D-26 MIRL 1.1% up NW

RWY 11: REIL. PAPI(P2R)—GA 3.0°TCH 30'.

RWY 29: REIL. PAPI(P2L)—GA 3.0°TCH 32'.

RWY 17-35: 3261X35 (TURF-GRVL) 1.1% up N

RWY 17: Road.

RWY 35: Fence.

**AIRPORT REMARKS:** Attended 1500-0000Z†. Parachute Jumping. Glider towing invof arpt. Glider ops on and invof arpt. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 17 has a 20' building 66' left of rwy centerline, 105' remaining from rwy end. 2' terrain W of Rwy 17-35 first 250' south of Rwy 11-29. Rwy 17-35 North 1491' grvl, south 1695' turf, Rwy 17-35 crosses asph twy and Rwy 11-29. Rwy 17-35 varies in width from 35' to 45'. Rwy 17-35 prairie dog holes throughout. All paved twys marked with blue and white reflectors. **ACTIVATE MIRL** Rwy 11-29, PAPI and REIL Rwy 11 and Rwy 29—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 120.025.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER APP/DEP CON 120.1 (1300-0500Z†) other times ctc

DENVER CENTER APP/DEP CON 128.375.

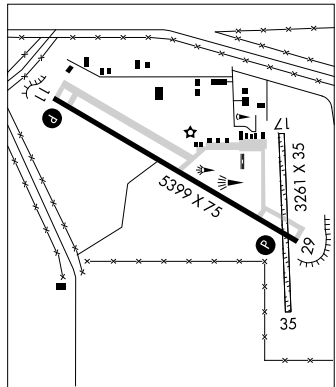
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PUB.

PUEBLO (H) VORTACW 116.7 PUB Chan 114 N38°17.66' W104°25.77' 271° 32.9 NM to fld. 4759/13E.

DENVER

H-3F, 5A, L-10F

IAP



APP CRS **290°**  
 Rwy Idg **5399**  
 TDZE **5404**  
 Apt Elev **5439**

GPS RWY 29

CANON CITY/ FREMONT COUNTY (1V6)

▼ Use Pueblo Memorial altimeter setting.  
 ▲ NA

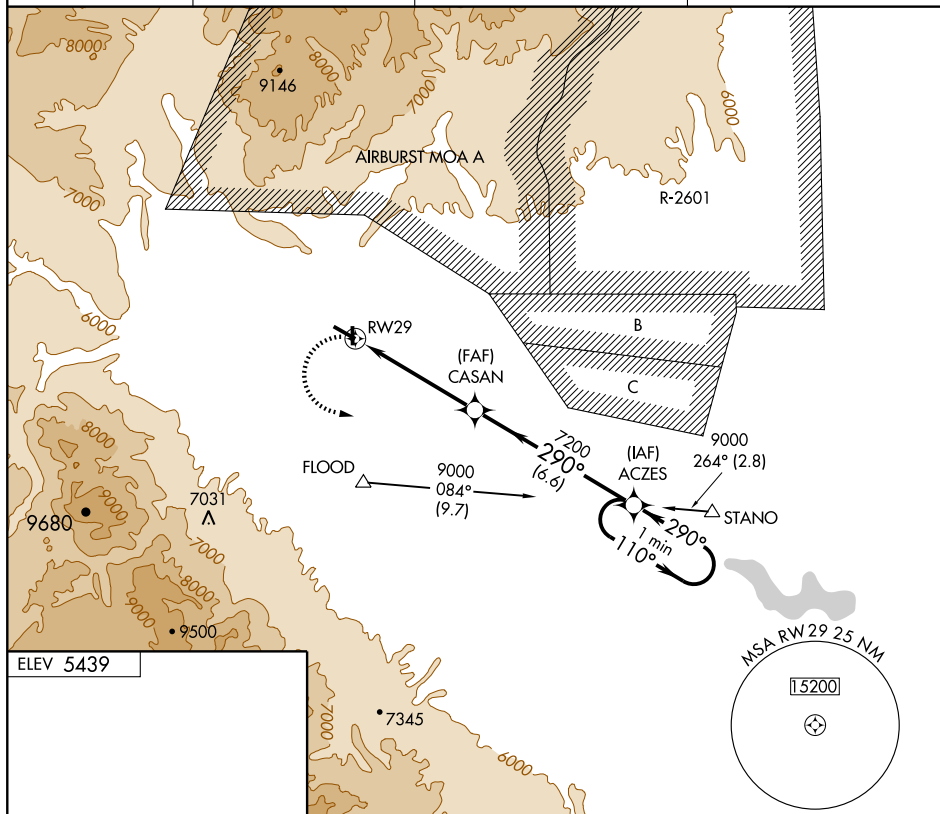
MISSED APPROACH: Climbing left turn to 9000 direct ACZES WP and hold.

AWOS-3  
**120.025**

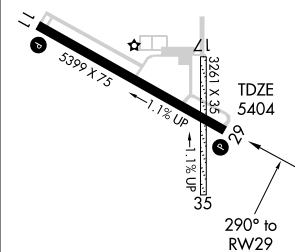
DENVER APP CON  
**120.1 290.5**

DENVER CENTER  
**128.375 379.95**

UNICOM  
**122.8 (CTAF) ①**

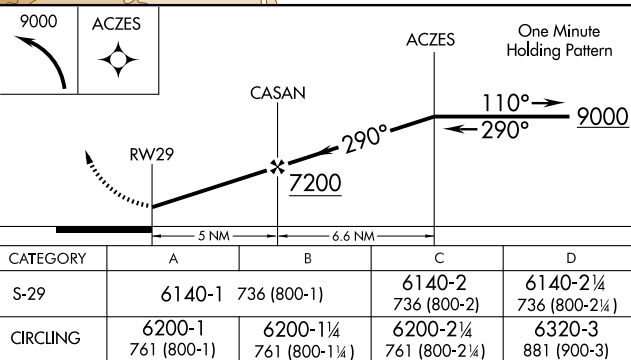


ELEV 5439



REIL Rwy 11 and 29 ①  
 MIRL Rwy 11-29 ①

CANON CITY, COLORADO  
 Orig 08269



CANON CITY/ FREMONT COUNTY (1V6)

38°26'N-105°06'W

GPS RWY 29

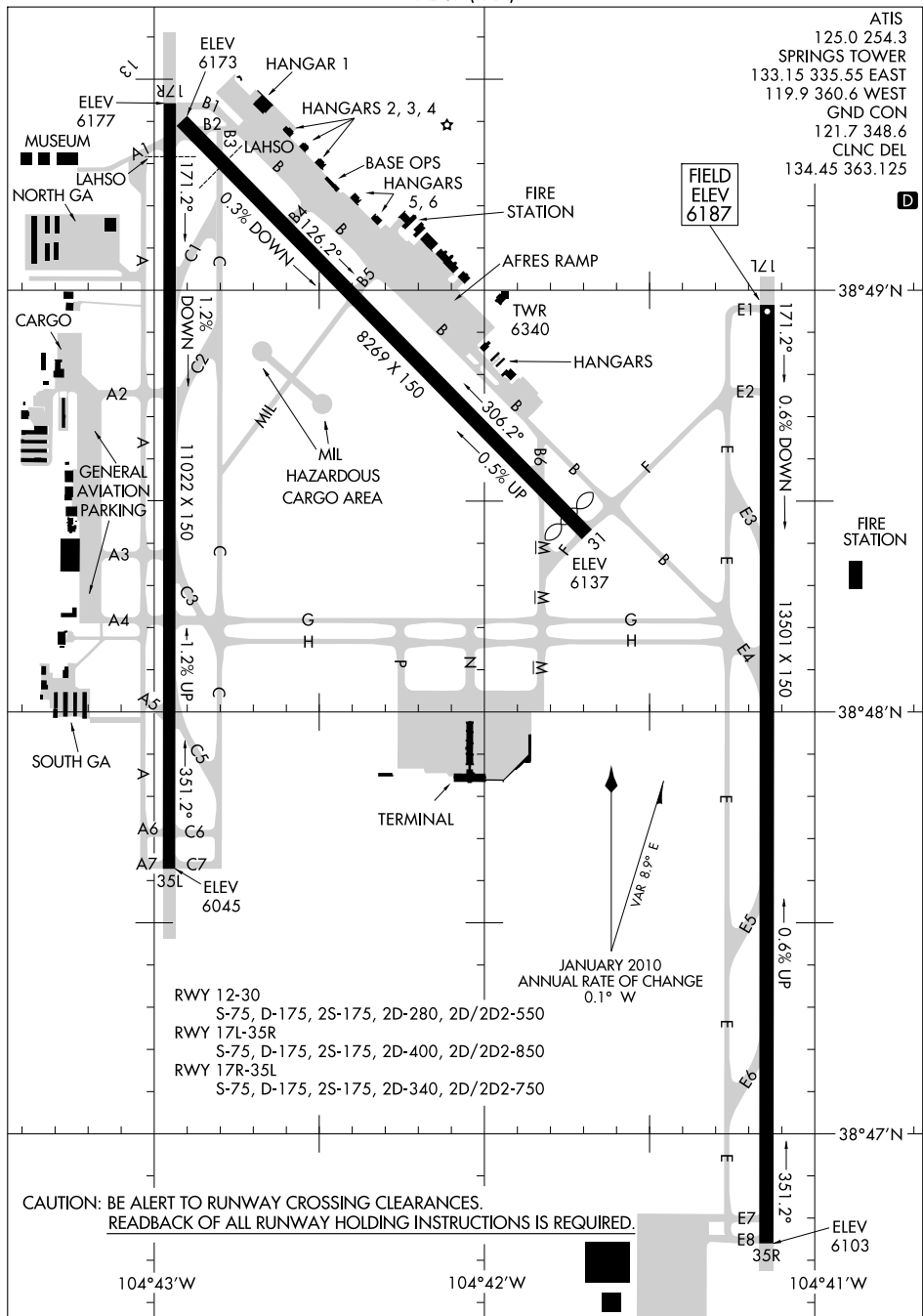
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

 COLORADO SPRINGS/ CITY OF COLORADO SPRINGS MUNI (COS)  
 AL-87 (FAA) COLORADO SPRINGS, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



SW-1, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

 COLORADO SPRINGS, COLORADO  
 COLORADO SPRINGS/ CITY OF COLORADO SPRINGS MUNI (COS)

# COLORADO SPRINGS

## CITY OF COLORADO SPRINGS MUNI

(COS) 6 SE UTC-7(-6DT) N38°48.35' W104°42.05'

DENVER

6187 B S4 FUEL 100LL, JET A LRA Class I, ARFF Index C NOTAM FILE COS

H-3F, 5A, L-10F

RWY 17L-35R: H13501X150 (CONC-GRVD) S-75, D-175, 2S-175, 2D-400, 2D/2D2-850 HIRL CL IAP, AD

RWY 17L: MALSR. TDZL. PAPI(P4L)-GA 3.0° TCH 54'. 0.6% down.

RWY 35R: TDZL. REIL. PAPI(P4R)-GA 3.0° TCH 72'. 0.6% up.

RWY 17R-35L: H11022X150 (ASPH-GRVD) S-75, D-175, 2S-175, 2D-340, 2D/2D2-750 HIRL

RWY 17R: REIL. PAPI(P4L)-GA 3.0° TCH 50'. 1.2% down.

RWY 35L: MALSR. PAPI(P4L)-GA 3.0° TCH 73'. 1.2% up.

RWY 13-31: H8269X150 (ASPH-GRVD) S-75, D-175, 2S-175, 2D-180, 2D/2D2-550 MIRL

RWY 13: REIL. PAPI(P4R)-GA 3.0° TCH 65'. 0.3% down.

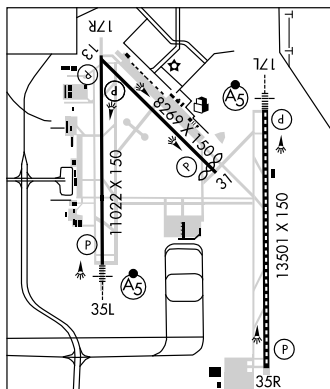
RWY 31: REIL. PAPI(P4L)-GA 3.0° TCH 52'. Thld dsplcd 355'. Hill. 0.5% up.

### LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 31	17R-35L	7450
RWY 35L	13-31	10250

### RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA-8269	TODA-8269	ASDA-8269	LDA-8269
RWY 17L:	TORA-13501	TODA-13501	ASDA-13501	LDA-13501
RWY 17R:	TORA-11022	TODA-11022	ASDA-11022	LDA-11022
RWY 31:	TORA-8269	TODA-8269	ASDA-8269	LDA-7913
RWY 35L:	TORA-11022	TODA-11022	ASDA-11022	LDA-11022
RWY 35R:	TORA-13501	TODA-13501	ASDA-13501	LDA-13501



**AIRPORT REMARKS:** Attended continuously. Waterfowl and migratory bird activity on and in/ov arpt. Turbo Jet training flights prohibited 0600-1300Z. B52 operations prohibited. Be alert, intensive USAF student training in/ov Colorado Springs and Pueblo Colorado. Portions of Twys A, B, E, F, G, and M are blocked from view from the twr by obstructions. Portions of Twy C and Rwy 17R-35L are blocked from view from the twr when the infield mil operation sfc is occupied by a C17 or C5. Insufficient twy corner fillets pavement for centerline twy for acft with wingspans greater than 117' at Twys A2, A3, A4, and Twy B3 and B4. These acft should use judgemental oversteer at those twys. Rwy 17L touchdown runway visual range avbl. Lgtd windsock apch Rws 17L, 35R, 17R and 35L, 13 and 31. For REIL Rwy 13 and Rwy 31 and Rwy 17R etc twr. Customs avbl for all military/civilian acft. Ctc US Customs 719-574-6607. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** ASOS (719) 637-9696. LLWAS.

**COMMUNICATIONS:** ATIS 125.0 (719) 596-7040 UNICOM 122.95

BLACK FOREST RCO 122.25 (DENVER RADIO)

Ⓡ SPRINGS APP CON 118.5 120.6

Ⓡ SPRINGS DEP CON 124.0

SPRINGS TOWER 119.9 (West) 133.15 (East) GND CON 121.7 CLNC DEL 134.45

**AIRSPACE:** CLASS C svc ctc APP CON

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

**BLACK FOREST (L) VORTAC** 112.5 BRK Chan 72 N38°56.67' W104°38.01' 188° 8.9 NM to fld. 6934/13E. DME unusable 150°-155° byd 38 NM blo 10,000', 200°-300° byd 30 NM blo 15,600', 300°-040° byd 20 NM blo 9,500' and byd 27 NM blo 13,000'.

**PETEY NDB (MHW/LDM)** 407 CO N38°41.66' W104°42.98' 354° 6.7 NM to fld. NOTAM FILE COS.

**ILS 109.9** I-COS Rwy 35L. Class IE. LOM PETEY NDB. LOC unusable byd 25° left of centerline. LOC unusable byd 8NM 10° left of centerline. TCH is higher than standard.

**ILS/DME 109.1** I-LPI Chan 28 Rwy 17L.

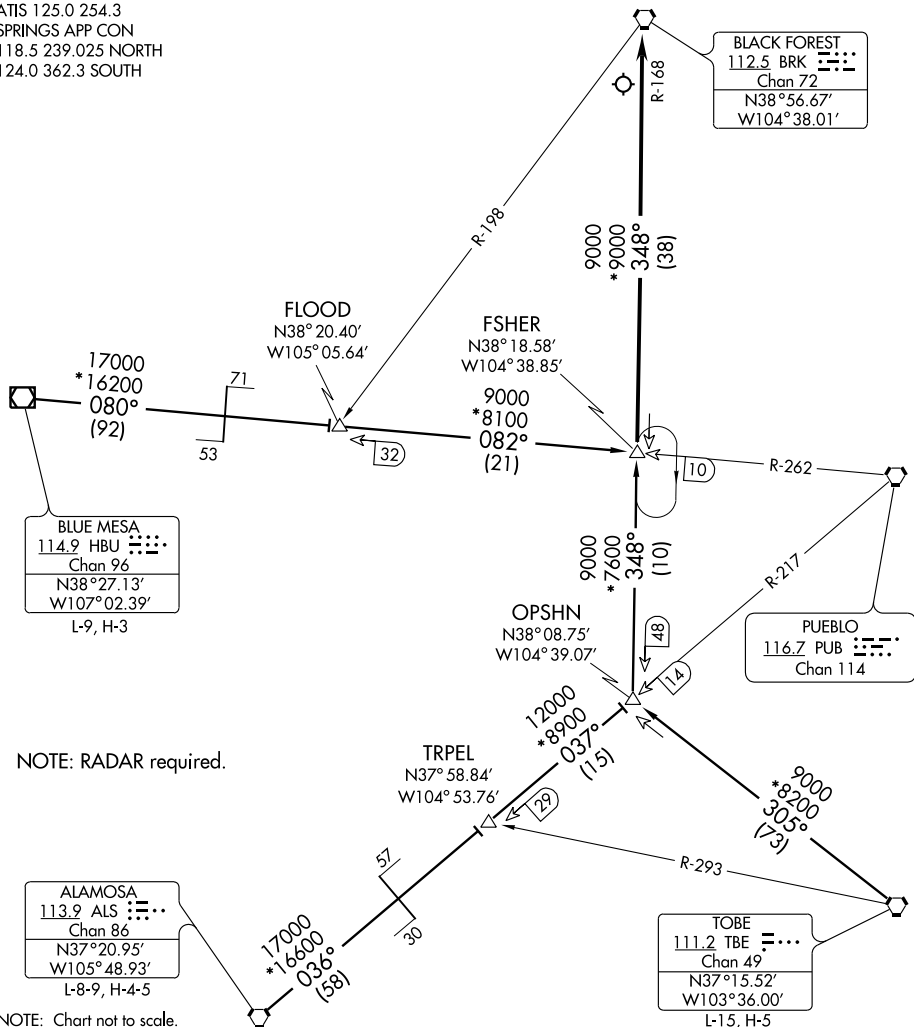
**ILS/DME 109.1** I-AHI Chan 28 Rwy 35R. Class IE. LOC front course unusable byd 8 NM DME byd 15° left of course due to mil rstd areas.

## DEBERRY TWO ARRIVAL

ST-87 (FAA)

CITY OF COLORADO SPRINGS MUNI  
COLORADO SPRINGS, COLORADO

ATIS 125.0 254.3  
SPRINGS APP CON  
118.5 239.025 NORTH  
124.0 362.3 SOUTH



**ALAMOSA TRANSITION (ALS.DBR2):** From over ALS VORTAC via ALS R-036 and PUB R-217 to OP SHN INT, then via BRK R-168 to FSHER INT. Thence. . .

**BLUE MESA TRANSITION (HBU.DBR2):** From over HBU VOR/DME via HBU R-080 and PUB R-262 to FSHER INT. Thence. . .

**TOBE TRANSITION (TBE.DBR2):** From over TBE VORTAC via TBE R-305 and BRK R-168 to FSHER INT. Thence. . .

. . . From over FSHER INT via the BRK R-168 to BRK VORTAC. Expect radar vectors to the final approach course at or before BRK VORTAC.

**LOST COMMUNICATIONS:** Proceed to BRK VORTAC.

## DEBERRY TWO ARRIVAL

(FSHER.DBR2) 10266

COLORADO SPRINGS, COLORADO  
CITY OF COLORADO SPRINGS MUNI

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010





LOC I-COS  
**109.9**  
APP CRS  
**351°**  
Rwy Idg  
TDZE  
**6075**  
Apt Elev  
**6187**

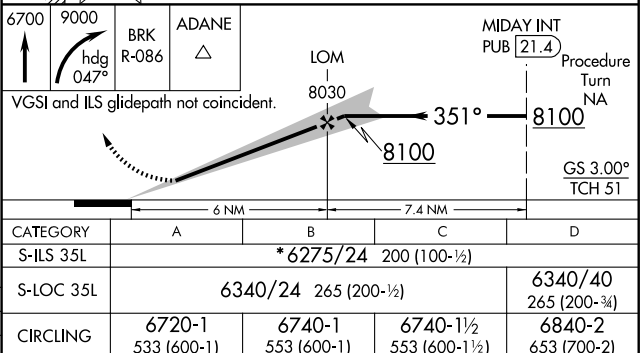
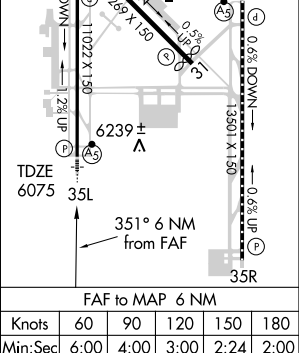
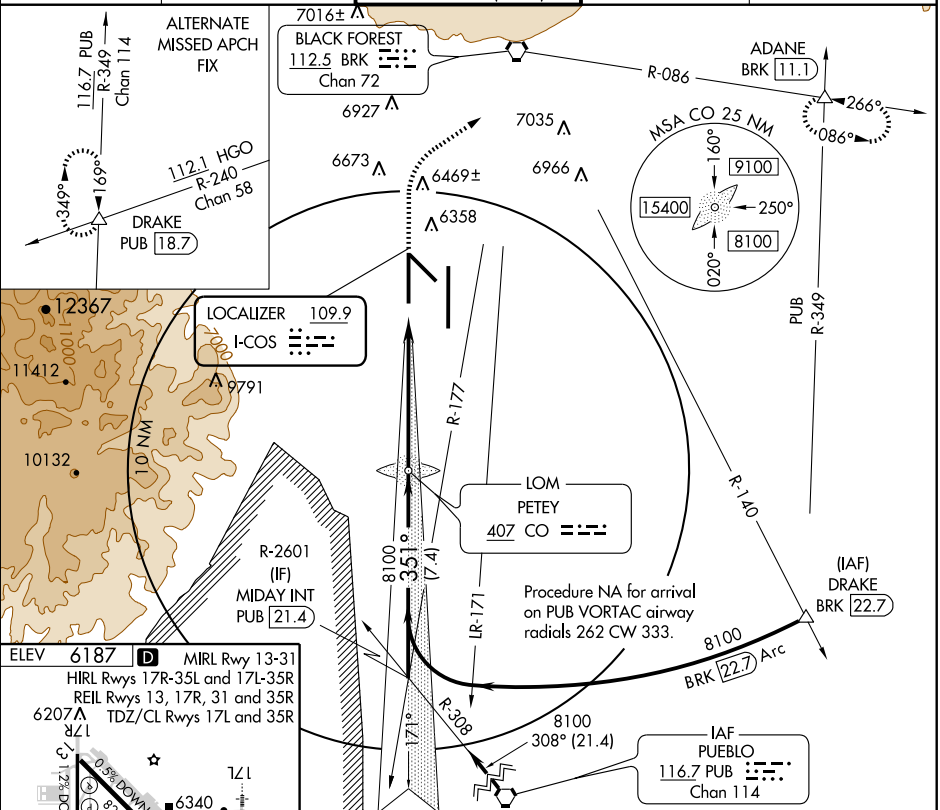
**ILS or LOC RWY 35L**  
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

**▽** For inoperative MALS, increase S-LOC 35L Cat D visibility to RVR 5000. Radar monitoring required when R-2601 in use.  
**△** \*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS  
**AS**

**MISSED APPROACH:** Climb to 6700 then climbing right turn to 9000 on heading 047° and on BRK VORTAC R-086 to ADANE INT/BRK 11.1 DME and hold, or as directed by ATC.

ATIS <b>125.0 254.3</b>	SPRINGS APP CON <b>118.5 239.025</b>	SPRINGS TOWER <b>133.15 335.55 (EAST)</b> <b>119.9 360.6 (WEST)</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>134.45 363.125</b>
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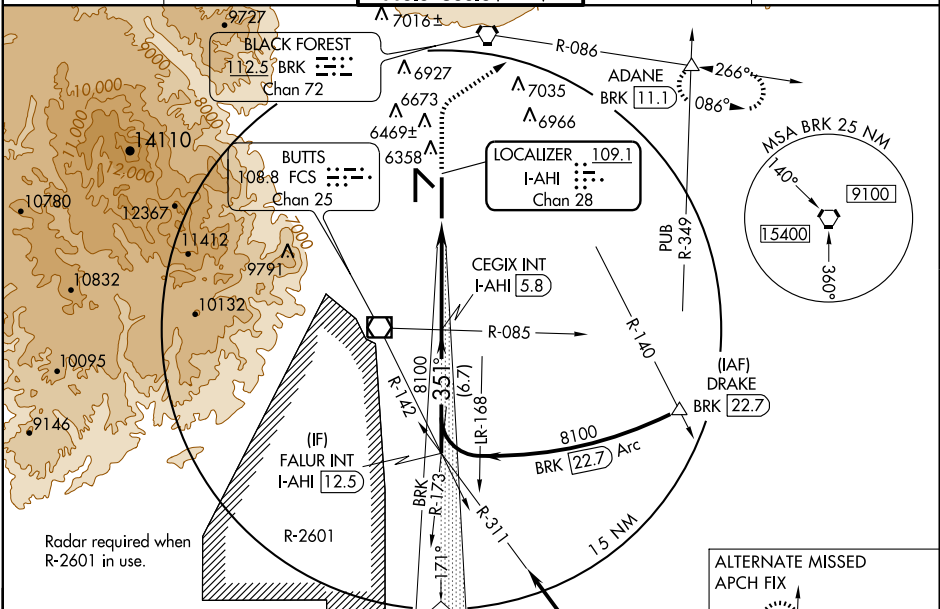
LOC/DME I-AHI <b>109.1</b> Chan 28	APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev	<b>13501</b> <b>6118</b> <b>6187</b>
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# ILS or LOC RWY 35R

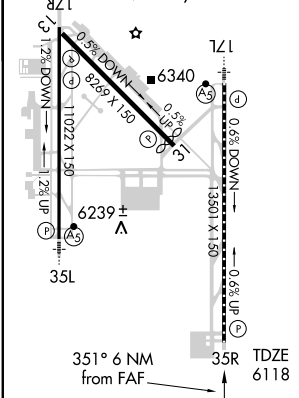
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

**MISSED APPROACH:** Climb to 6700 then climbing right turn to 9000 on heading 047° and on BRK VORTAC R-086 to ADANE INT/BRK 11.1 DME and hold, or as directed by ATC.

ATIS <b>125.0 254.3</b>	SPRINGS APP CON <b>118.5 239.025</b>	SPRINGS TOWER <b>133.15 335.55 (EAST)</b> <b>119.9 360.6 (WEST)</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>134.45 363.125</b>
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ELEV 6187 **D** MRL Rwy 13-31  
HIRL Rwy 17R-35L and 17L-35R  
REIL Rwy 13, 17R, 31 and 35R  
TDZ/CL Rwy 17L and 35R



6700	9000	BRK R-086	ADANE	Use I-AHI DME when on the localizer course.	CEGIX INT I-AHI 5.8	FALUR INT I-AHI 12.5
I-AHI DME ANTENNA		*LOC only		8100		
I-AHI 0.5		8100		8100		
VGSI and ILS glidepath not coincident.		0.7		5.3 NM		6.7 NM
CATEGORY	A	B	C	D		
S-ILS 35R	6318-3/4 200 (200-3/4)					
S-LOC 35R	6380-1 262 (200-1)					
CIRCLING	6720-1 533 (600-1)	6740-1 553 (600-1)	6740-1 553 (600-1 1/4)	6840-2 653 (700-2)		

LOC/DME I-LPI **109.1**  
Chan **28**

APP CRS **171°**

Rwy Idg TDZE **13501**  
Apt Elev **6187**

# ILS RWY 17L (SA CAT I)

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

▼ Authorization to conduct this approach requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DA.

MALSR  
A5

MISSED APPROACH: Climb to 7200 then climbing left turn to 9000 on heading 020° and on BRK VORTAC R-086 to ADANE Int/BRK VORTAC 11.1 DME and hold, or as directed by ATC.

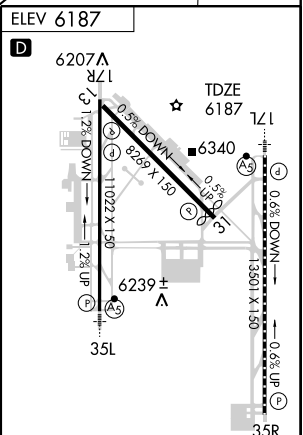
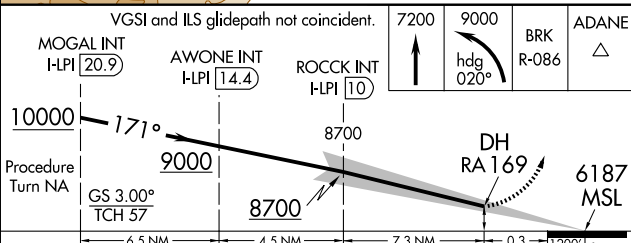
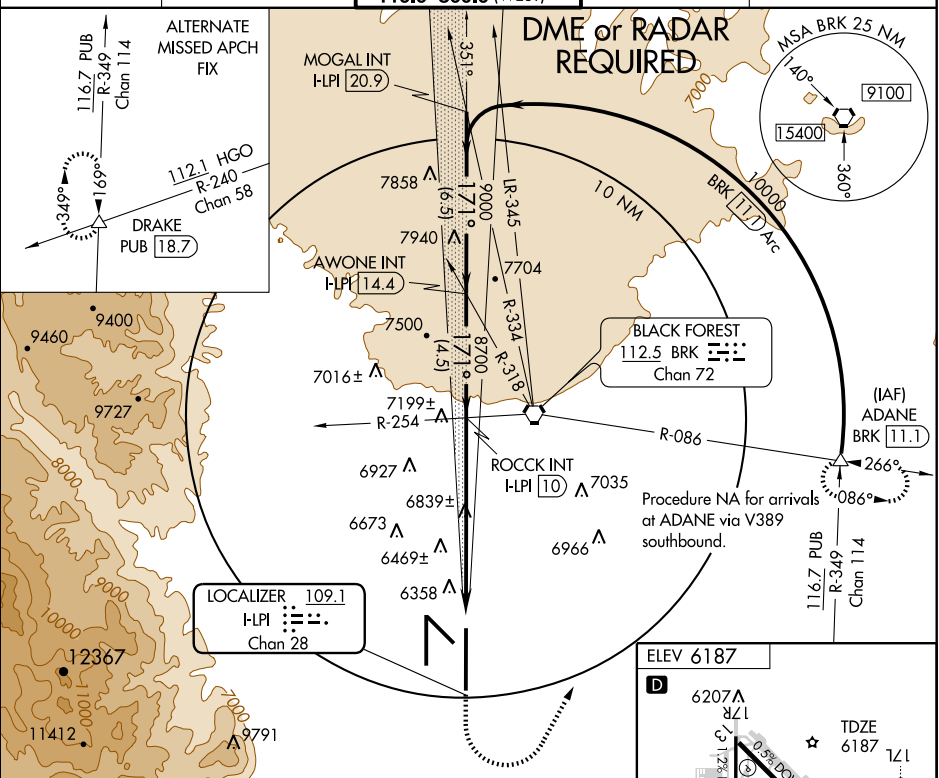
ATIS  
**125.0 254.3**

SPRINGS APP CON  
**118.5 239.025**

SPRINGS TOWER  
**133.15 335.55 (EAST)**  
**119.9 360.6 (WEST)**

GND CON  
**121.7 348.6**

CLNC DEL  
**134.45 363.125**



CATEGORY S-ILS 17L

RA 169/14 150 DA 6337

## SPECIAL AIRCRAFT & AIRCREW CERTIFICATION REQUIRED

MIRL Rwy 13-31  
HIRL Rwy 17R-35L and 17L-35R  
REIL Rwy 13, 17R, 31 and 35R  
TDZ/CL Rwy 17L and 35R

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
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## COLORADO SPRINGS, CO

## CITY OF COLORADO SPRINGS

MUNI (COS)	31	17R-35L	7,450 feet
	35L	13-31	10,250 feet

## PUEBLO, CO

PUEBLO MEMORIAL (PUB)	17	08L-26R	5,850 feet
	26R	17-35	8,300 feet

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

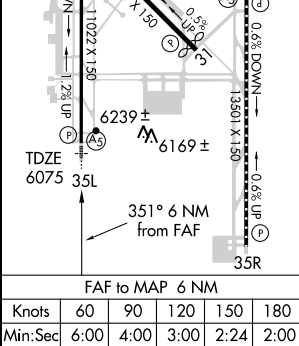
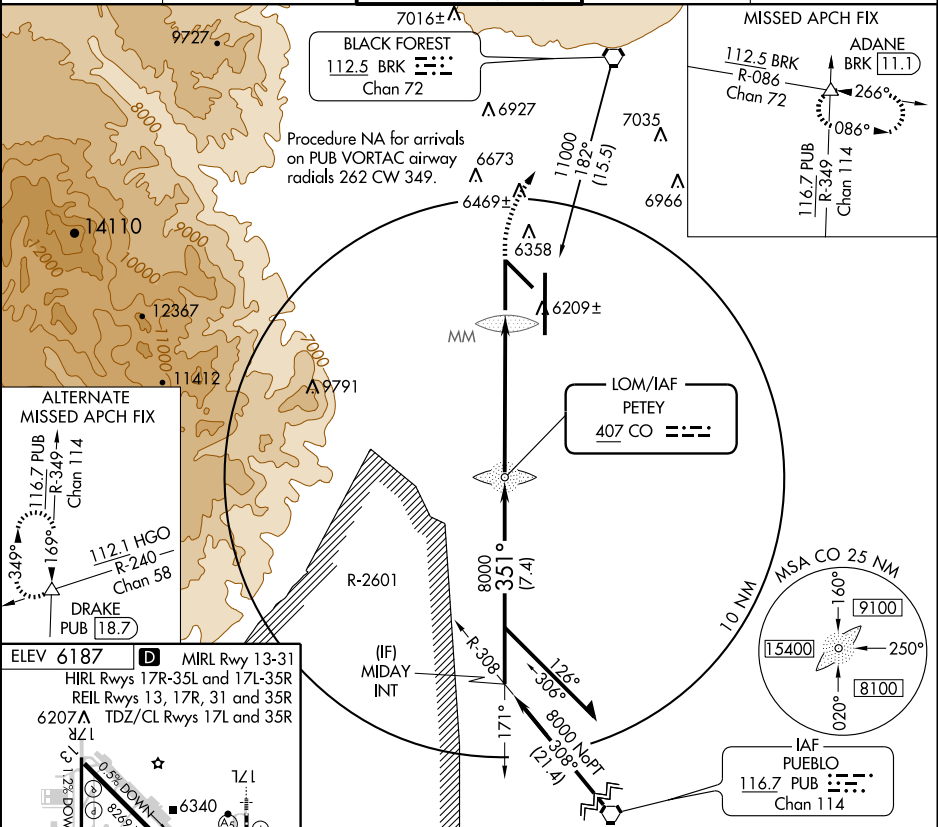
# NDB RWY 35L

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

LOM CO <b>407</b>	APP CRS <b>351°</b>	Rwy Idg TDZE <b>6075</b> Apt Elev <b>6187</b>	<b>11022</b>
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	MALSR 	MISSED APPROACH: Climb to 6700, then climbing right turn to 9000 on heading 051° and BRK VORTAC R-086 to ADANE INT/BRK 11.1 DME and hold: or as directed by ATC.
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ATIS <b>125.0 254.3</b>	SPRINGS APP CON <b>118.5 239.025</b>	SPRINGS TOWER <b>133.15 335.55 (EAST)</b> <b>119.9 360.6 (WEST)</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>134.45 363.125</b>
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6700	9000	BRK R-086	ADANE △	LOM 10000	Remain within 10 NM
hdg 051°	171°	351°	8000	8000	2.97° TCH 73
CATEGORY	A	B	C	D	
S-35L	6520/40	445 (400-34)		6520/60 445 (400-14)	
CIRCLING	6720-1 533 (600-1)	6740-1 553 (600-1)	6740-1½ 553 (600-1½)	6840-2 653 (700-2)	

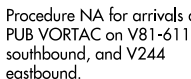
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

**MISSED APPROACH:** Climb to 9000 direct WIMDI and right turn on track 044° to BRK VORTAC and on track 090° to ADANE and hold.

CLNC DEL  
**134.45 363.125**



SW-1. 23 SEP 2010 to 21 OCT 2010



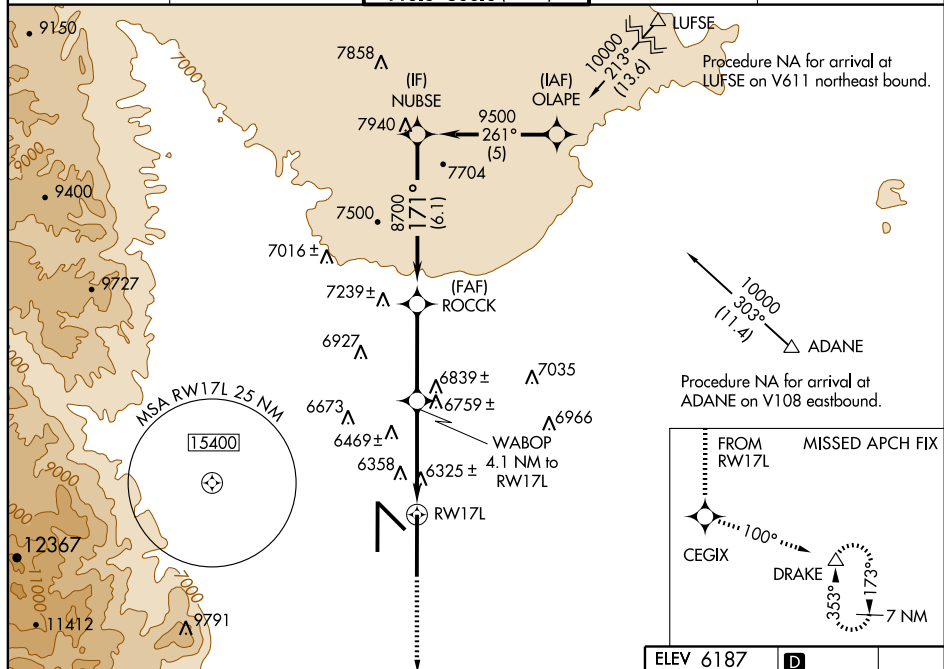
WAAS CH <b>69618</b> <b>W17A</b>	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>13501</b> <b>6187</b> <b>6187</b>
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# RNAV (GPS) Y RWY 17L

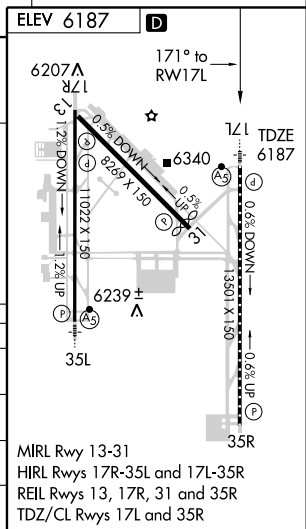
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

<p><b>▼</b> DME/DME RNP-0.3 NA. For inoperative MALSR increase visibility</p> <p><b>▲</b> LNAV Cat A to RVR 5000. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -27°C (-16°F) or above 37°C (98°F).</p>	<p>MALSR</p>	<p>MISSED APPROACH:</p> <p>Climb to 9000 direct CEGIX and on track 100° to DRAKE and hold.</p>
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<p>ATIS</p> <p><b>125.0 254.3</b></p>	<p>SPRINGS APP CON</p> <p><b>118.5 239.025</b></p>	<p>SPRINGS TOWER</p> <p><b>133.15 335.55 (EAST)</b> <b>119.9 360.6 (WEST)</b></p>	<p>GND CON</p> <p><b>121.7 348.6</b></p>	<p>CINC DEL</p> <p><b>134.45 363.125</b></p>
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VGSI and RNAV glidepath not coincident.			
<p>NUBSE</p> <p>9500</p> <p>171°</p> <p>ROCCK</p> <p>8700</p> <p>7560</p> <p>6.1 NM</p> <p>3.5 NM</p> <p>1.6 NM</p> <p>2.5 NM</p> <p>RW17L</p>			
<p>9000</p> <p>CEGIX</p> <p>tr 100°</p> <p>DRAKE</p> <p>* LNAV only</p> <p>WABOP 4.1 NM to RW17L</p> <p>* 2.5 NM to RW17L</p>			
CATEGORY	A	B	C
LPV DA	6387/24		200 (200-½)
LNAV/VNAV DA	6671/60		484 (500-1¼)
LNAV MDA	7020/40	833 (900-¾)	7020-2 833 (900-2)
CIRCLING	7020-1 833 (900-1)	7020-1¼ 833 (900-1¼)	7020-2½ 833 (900-2½)



SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

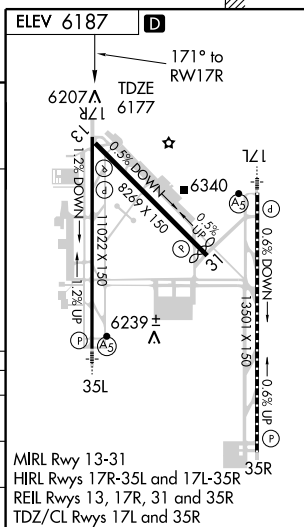
**RNAV (GPS) Y RWY 17R**  
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

**MISSED APPROACH:** Climb to 9000 direct KUSAC and on track 100° to DRAKE and hold.

CLNC DEL  
**134.45 363.125**



SW-1. 23 SEP 2010 to 21 OCT 2010




COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)  
38°48'N-104°42'W **RNAV (GPS) Y RWY 17R**



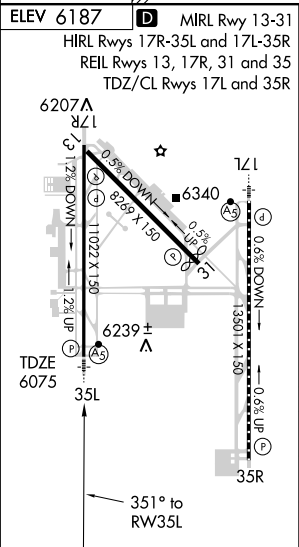
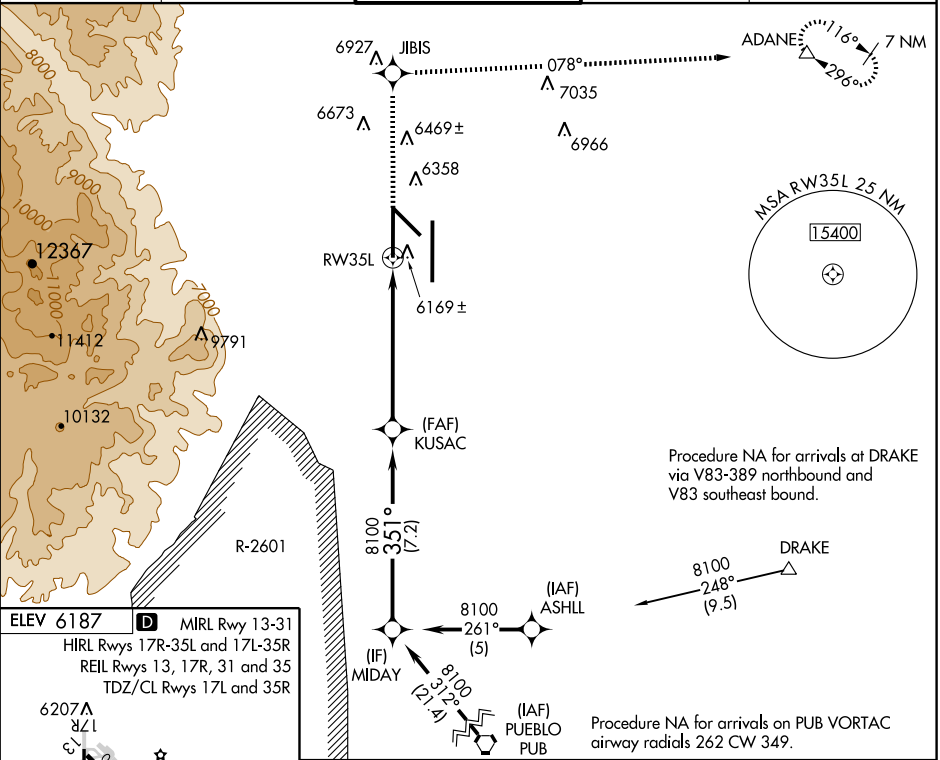
WAAS CH <b>49112</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy ldg TDZE Apt Elev	<b>11022</b> <b>6075</b> <b>6187</b>
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# RNAV (GPS) Y RWY 35L

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. Radar monitoring required when R-2601 in use.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 9000 direct JIBIS and on track 078° to ADANE and hold.</p>
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<p>ATIS <b>125.0 254.3</b></p>	<p>SPRINGS APP CON <b>118.5 239.025</b></p>	<p>SPRINGS TOWER <b>133.15 335.55 (EAST)</b> <b>119.9 360.6 (WEST)</b></p>	<p>GND CON <b>121.7 348.6</b></p>	<p>CLNC DEL <b>134.45 363.125</b></p>
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9000	JIBIS	tr 078°	ADANE	VGSI and RNAV glidepath not coincident.			
*LNAV only	*1.1 NM to RW35L			KUSAC 8100	MIDAY 8100	Procedure Turn NA	GS 3.00° TCH 51
				1.1	5.1 NM	7.2 NM	
CATEGORY	A	B	C	D			
LPV DA	6275/24			200 (100-1/2)			
LNAV/VNAV DA	6439/40			364 (300-3/4)			
LNAV MDA	6460/24			385 (300-1/2)	6460/50		
					385 (300-1)		
CIRCLING	6720-1	6740-1	6740-1 1/2	6840-2			
	533 (600-1)	553 (600-1)	553 (600-1 1/2)	653 (700-2)			

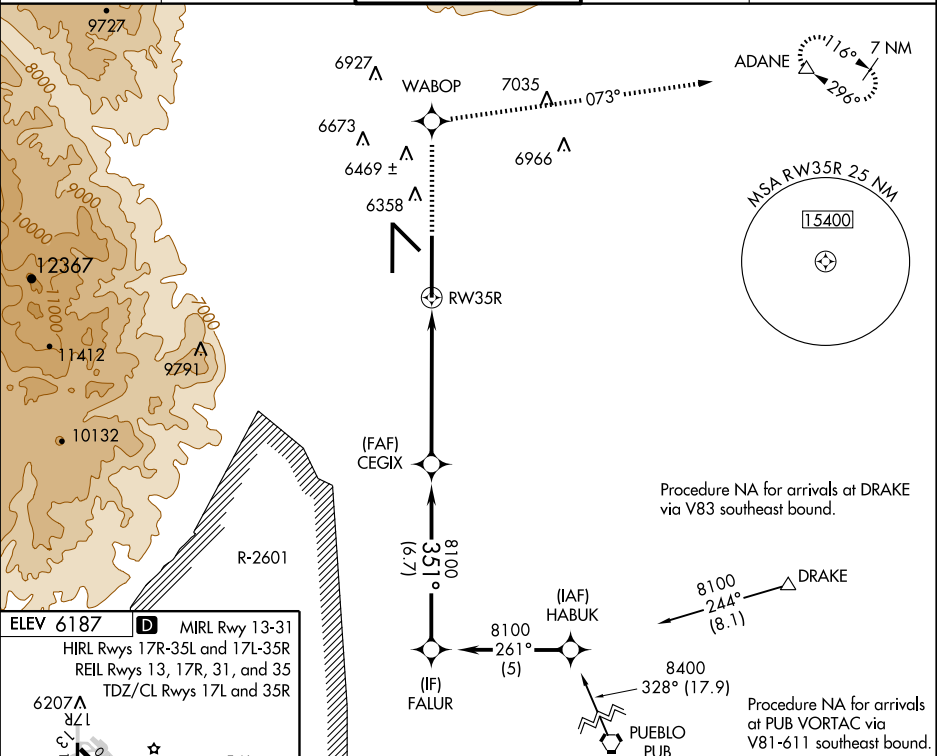
WAAS CH <b>53602</b> <b>W35B</b>	APP CRS <b>351°</b>	Rwy Idg <b>13501</b> TDZE <b>6118</b> Apt Elev <b>6187</b>
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# RNAV (GPS) Y RWY 35R

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F). DME/DME RNP -0.3 NA. Radar monitoring required when R-2601 in use.</p>	<p>MISSED APPROACH: Climb to 9000 direct WABOP and on track 073° to ADANE and hold.</p>
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<p>ATIS <b>125.0 254.3</b></p>	<p>SPRINGS APP CON <b>118.5 239.025</b></p>	<p>SPRINGS TOWER <b>133.15 335.55 (EAST)</b> <b>119.9 360.6 (WEST)</b></p>	<p>GND CON <b>121.7 348.6</b></p>	<p>CLNC DEL <b>134.45 363.125</b></p>
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CATEGORY	A	B	C	D
LPV DA	6318-3/4 200 (200-3/4)			
LNAV/ VNAV	6399-1 281 (300-1)			
LNAV MDA	6400-1 282 (300-1)			
CIRCLING	6720-1 533 (600-1)	6740-1 553 (600-1)	6740-1 1/2 553 (600-1 1/2)	6840-2 653 (700-2)

# RNAV (RNP) Z RWY 17L

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

APP CRS **171°**  
Rwy Idg **13501**  
TDZE **6187**  
Apt Elev **6187**

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 37°C (99°F). For inoperative MALSR increase RNP 0.15 visibility all Cats to RVR 6000, RNP 0.22 visibility all Cats to 1½ mile, and RNP 0.30 visibility all Cats to 1¾ mile.

MALSR  
AS

MISSED APPROACH: Climb to 9000 on track 171° to CEGIX and on track 130° to JEMKI, and on track 083° to DRAKE and hold.

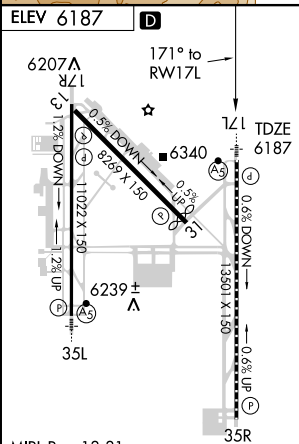
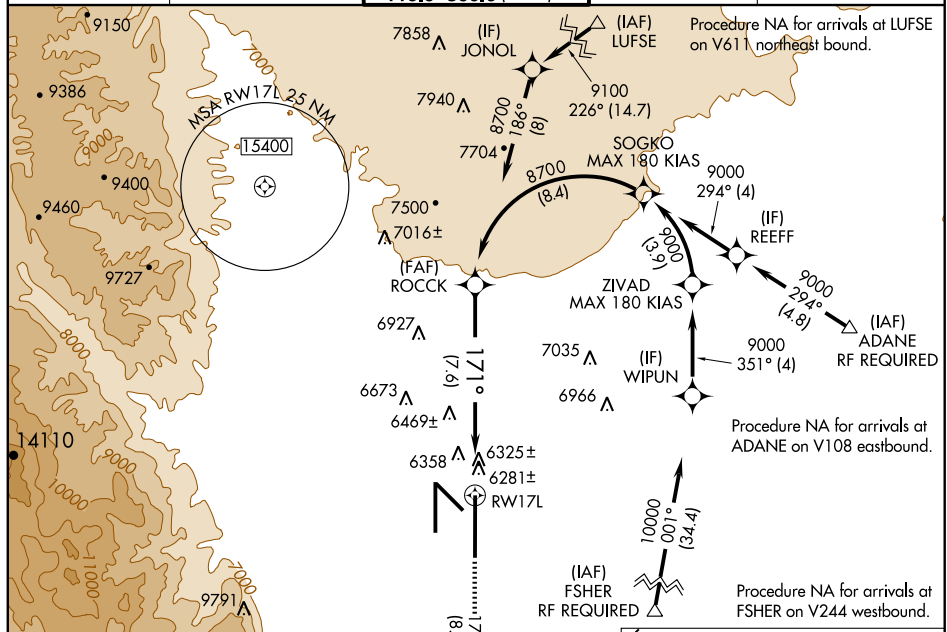
ATIS  
**125.0 254.3**

SPRINGS APP CON  
**118.5 239.025**

SPRINGS TOWER  
**133.15 335.55 (EAST)**  
**119.9 360.6 (WEST)**

GND CON  
**121.7 348.6**

CLNC DEL  
**134.45 363.125**



MIRL Rwy 13-31  
HIRL Rwys 17R-35L and 17L-35R  
REIL Rwys 13, 17R, 31 and 35R  
TDZ/CL Rws 17L and 35R

See planview for multiple IF locations.

Procedure Turn NA

ROCCK

8700

GP 3.00° TCH 57

8700

171°

VGS1 and RNAV glidepath not coincident.

7.6 NM

RW17L

CEGIX

JEMKI

DRAKE

9000	tr 171°	CEGIX	tr 130°	JEMKI	tr 083°	DRAKE
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CATEGORY	A	B	C	D
RNP 0.15 DA		6561/40	374 (400-¾)	
RNP 0.22 DA		6642/50	455 (500-1)	
RNP 0.30 DA		6726-1½	539 (600-1½)	

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

APP CRS <b>171°</b>	Rwy Idg TDZE <b>6177</b> Apt Elev <b>6187</b>
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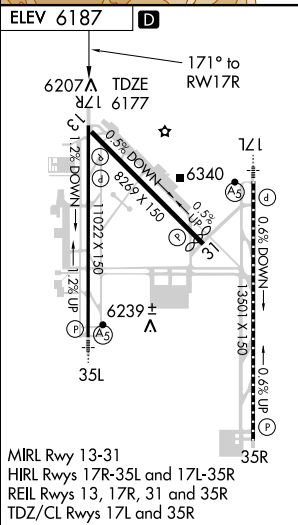
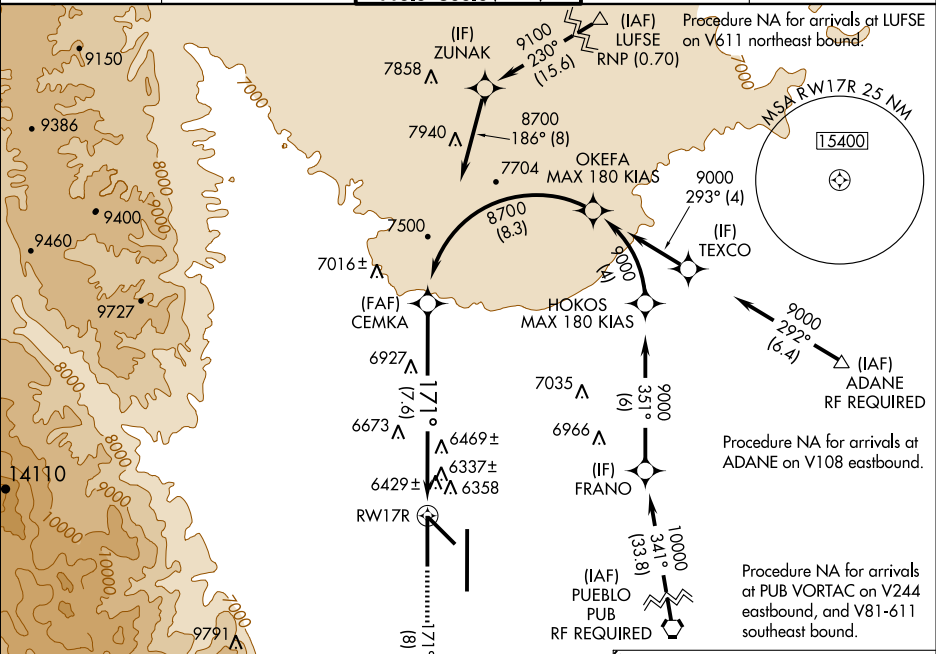
# RNAV (RNP) Z RWY 17R

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

**GPS required.** For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 37°C (99°F).

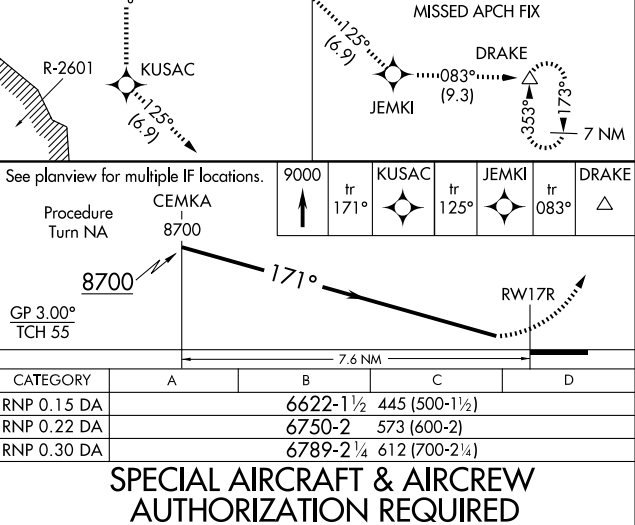
**MISSED APPROACH:** Climb to 9000 on track 171° to KUSAC and on track 125° to JEMKI, and on track 083° to DRAKE and hold.

ATIS <b>125.0 254.3</b>	SPRINGS APP CON <b>118.5 239.025</b>	SPRINGS TOWER <b>133.15 335.55 (EAST)</b> <b>119.9 360.6 (WEST)</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>134.45 363.125</b>
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MIRL Rwy 13-31  
HIRL Rws 17R-35L and 17L-35R  
REIL Rws 13, 17R, 31 and 35R  
TDZ/CL Rws 17L and 35R

COLORADO SPRINGS, COLORADO  
Orig 23SEP10



CATEGORY	A	B	C	D
RNP 0.15 DA		6622-1 1/2	445 (500-1 1/2)	
RNP 0.22 DA		6750-2	573 (600-2)	
RNP 0.30 DA		6789-2 1/4	612 (700-2 1/4)	

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)  
38°48'N-104°42'W **RNAV (RNP) Z RWY 17R**



APP CRS **351°**  
Rwy Idg **13501**  
TDZE **6118**  
Apt Elev **6187**

# RNAV (RNP) Z RWY 35R

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 37°C (98°F)

MISSED APPROACH: Climb to 9000 on track 351° to HONPI and on track 036° to COTLA, and on track 113° to ADANE and hold.

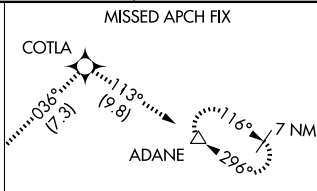
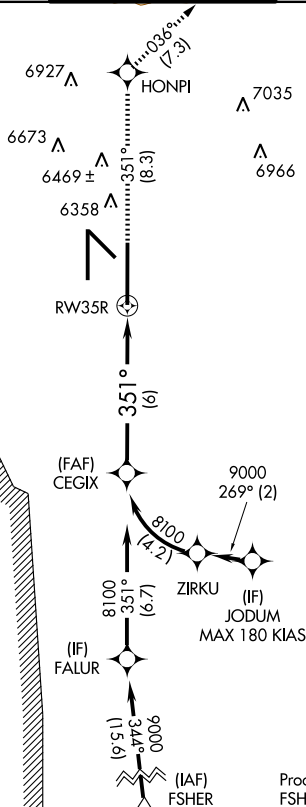
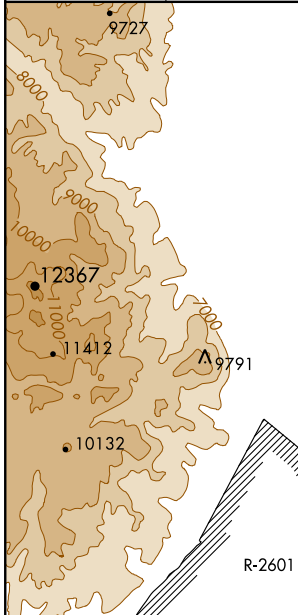
ATIS  
**125.0 254.3**

SPRINGS APP CON  
**118.5 239.025**

SPRINGS TOWER  
**133.15 335.55 (EAST)**  
**119.9 360.6 (WEST)**

GND CON  
**121.7 348.6**

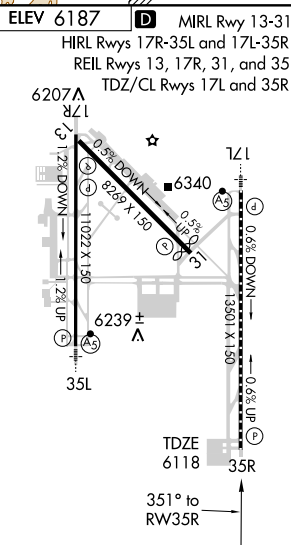
CLNC DEL  
**134.45 363.125**



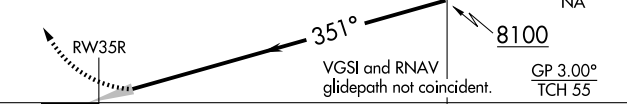
Procedure NA for arrivals at DRAKE on V83 southeast bound and for V389 southbound

(IAF) DRAKE  
RF REQUIRED  
(RNP 0.50)  
MAX 250 KIAS

9000 269° (8.4)



9000	tr 351°	HONPI	tr 036°	COTLA	tr 113°	ADANE	See planview for multiple IF locations.
							CEGIX



CATEGORY	A	B	C	D
RNP 0.15 DA		6377-1	259 (200-1)	
RNP 0.30 DA		6429-1	311 (300-1)	

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**



## SPRINGS THREE DEPARTURE

SL-87 (FAA)

COLORADO SPRINGS, COLORADO

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climb heading 126° for radar vectors to filed/assigned route.

Thence. . . .

TAKE-OFF RUNWAY 17L: Climb heading 171° for radar vectors to filed/assigned route.

Thence. . . .

TAKE-OFF RUNWAY 17R: Climb heading 171° for radar vectors to filed/assigned route.

Thence. . . .

TAKE-OFF RUNWAY 35R: Climb heading 351° for radar vectors to filed/assigned route.

Thence. . . .

TAKE-OFF RUNWAY 35L: Climb heading 351° for radar vectors to filed/assigned route.

Thence. . . .

TAKE-OFF RUNWAY 31: Climbing right turn heading 010° for radar vectors to filed/assigned route. Thence. . . .

. . . . Maintain 10000'. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after departure from runways 13 and 17L/R turn left, from runways 31 and 35L/R turn right. All aircraft climb to filed altitude via direct BRK VORTAC, thence via filed/assigned route. Aircraft filed V108 westbound: continue climb in holding pattern to cross BRK VORTAC at or above 14000'.

## TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 126' from DER, 235' left of centerline, up to 30' AGL/6196' MSL.

Multiple trees beginning 171' from DER, 371' right of centerline, up to 30' AGL/6183' MSL.

Rwy 17R: Tree 956' from DER, 573' left of centerline, 30' AGL/6091' MSL.

Tree 1074' from DER, 181' right of centerline, 30' AGL/6094' MSL.

Rwy 35L: Multiple trees beginning 535' from DER, 416' right of centerline, up to 30' AGL/6337' MSL.



**CORTEZ MUNI** (CEZ) 3 SW UTC-7(-6DT) N37°18.18' W108°37.68'

5918 B S4 FUEL 100LL, JET A OX 1 Class III, ARFF Index A NOTAM FILE CEZ

DENVER

H-4K, L-8H, 9D

IAP

RWY 03-21: H7205X100 (ASPH-PFC) S-40, D-56 MIRL

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 46'. Trees.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 50'. Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 03: TORA-7205 TODA-7205 ASDA-7205 LDA-7205

RWY 21: TORA-7205 TODA-7205 ASDA-7205 LDA-7205

**AIRPORT REMARKS:** Attended dawn-dusk. PPR for unscheduled air carrier operations with more than 30 passenger seats ctc arpt manager 970-565-7458. Acft greater than 20,000 lbs dual wheel rstd to twy connector A2, back taxi on rwy to and from twy connector A2 to apron. ACTIVATE MIRL Rwy 03-21 and REIL Rwy 03 and Rwy 21—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.625 (970) 564-0193.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (DENVER RADIO)

DENVER CENTER APP/DEP CON 118.575

**AIRSPACE:** CLASS E svc 1300-0500Z±, except holidays other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CEZ.

(L) VORW/DME 108.4 CEZ Chan 21 N37°23.39'

W108°33.71' 197° 6.1 NM to fld. 6223/14E.

VOR unusable:

210°-230° beyond 20 NM below 11,500'.

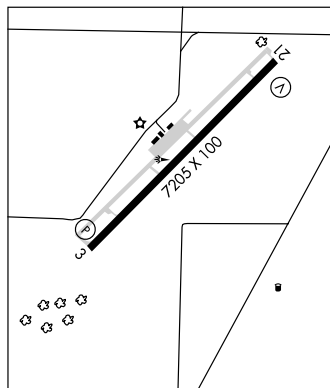
DME unusable:

060°-102° byd 22 NM blo 18,000'.

102°-131° byd 18 NM blo 18,000'.

131°-141° byd 18 NM blo 14,000'.

131°-141° by 32 NM blo 18000'.



141°-174° byd 18 NM blo 18000'

174°-192° byd 22 NM blo 18000'.

209°-025° byd 22 NM blo 18000'.

**CRAIG-MOFFAT** (CAG) 2 SE UTC-7(-6DT) N40°29.71' W107°31.30'

6193 B FUEL 100LL, JET A NOTAM FILE CAG

RWY 07-25: H5600X100 (ASPH) S-35, D-40 MIRL

RWY 07: REIL. P-line.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 32'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z± Sat-Sun irregularly. Wildlife on and invof arpt. Twys marked with blue reflectors. MIRL Rwy 07-25 preset low ints, to increase ints and ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25, and PAPI Rwy 25—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.425 (970) 824-2373.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 120.475

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

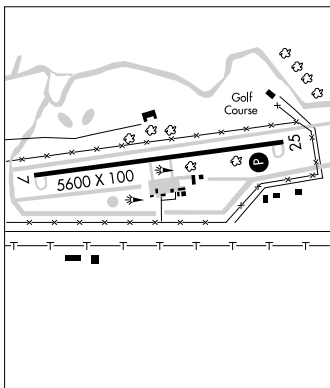
HAYDEN (H) VORW/DME 115.6 CHE Chan 103 N40°31.21'

W107°18.29' 248° 10.0 NM to fld. 7269/14E.

CHEYENNE

H-3E, L-9E, 11E

IAP





## LEDVE ONE DEPARTURE (OBSTACLE)

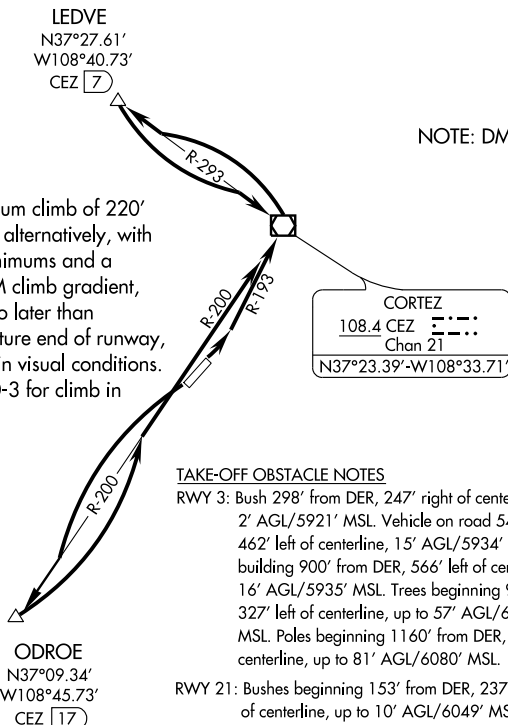
CORTEZ MUNI (CEZ)  
CORTEZ, COLORADOASOS  
135.625  
DENVER CENTER  
118.575 348.7  
CTAF  
122.8LEDVE  
N37°27.61'  
W108°40.73'  
CEZ 7

NOTE: DME required.

## TAKE-OFF MINIMUMS

RWY 3: Standard with minimum climb of 220' per NM to 6300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway, or 4300-3 for climb in visual conditions.

RWY 21: Standard, or, 4300-3 for climb in visual conditions.



## TAKE-OFF OBSTACLE NOTES

RWY 3: Bush 298' from DER, 247' right of centerline, 2' AGL/5921' MSL. Vehicle on road 547' from DER, 462' left of centerline, 15' AGL/5934' MSL. Vent on building 900' from DER, 566' left of centerline, 16' AGL/5935' MSL. Trees beginning 966' from DER, 327' left of centerline, up to 57' AGL/6196' MSL. Poles beginning 1160' from DER, 518' left of centerline, up to 81' AGL/6080' MSL.

RWY 21: Bushes beginning 153' from DER, 237' left of centerline, up to 10' AGL/6049' MSL. Trees beginning 1902' from DER, 422' left of centerline, up to 64' AGL/5983' MSL. OL on pole 4573' from DER, 493' left of centerline, 26' AGL/6045' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn to 7000 on CEZ R-193 to CEZ VOR/DME. Continue climbing left turn to 8400 on CEZ R-293 to LEDVE/CEZ 7 DME, then climbing left turn to 9800 on CEZ R-293 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross CORTEZ MUNI at or above 10100. Thence ....

TAKE-OFF RWY 21: Climbing left turn to 7900 on CEZ R-200 to ODROE/CEZ 17 DME, then climbing left turn to 9800 on CEZ R-200 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross CORTEZ MUNI at or above 10100. Thence ....

.... via (assigned route).

APP CRS	Rwy Idg	<b>7205</b>
<b>024°</b>	TDZE	<b>5918</b>
	Apt Elev	<b>5918</b>

## RNAV (GPS) RWY 3

CORTÉZ MUNI (CEZ)

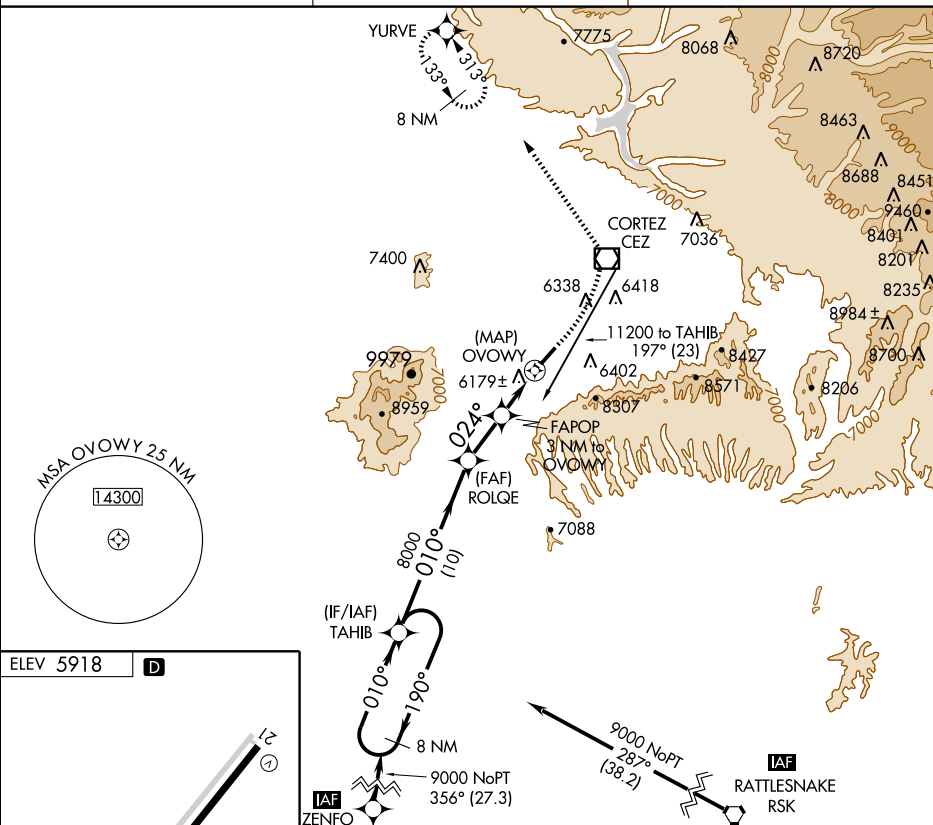
<b>T</b>	<b>IAF</b> ARM APPROACH MODE PRIOR TO IAF.
<b>A</b> NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9800 via left turn direct CEZ VOR/DME and 313° track to YURVE WP and hold.

ASOS  
135.625

DENVER CENTER  
118,575 348.7

UNICOM  
122.8 (CTAF) **L**



ELEV 5918

**D**

REIL Rwys 3 and 21 **L**MIRL Rwy 3-21 **L**

CORTEZ, COLORADO

Orig 09351

CORTEZ MUNI (CEZ)

RNAV (GPS) RWY 3

37°18'N-108°38'W

SW-1. 23 SEP 2010 to 21 OCT 2010

APP CRS **210°**  
 Rwy ldg **7205**  
 TDZE **5913**  
 Apt Elev **5918**

# RNAV (GPS) Y RWY 21

CORTEZ MUNI (CEZ)

**▼** DME/DME RNP-0.3 NA.  
**▲** When VGSI inop, procedure NA at night.

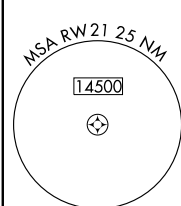
MISSED APPROACH: Climbing right turn to 9800 direct YURVE and hold.

ASOS  
**135.625**

DENVER CENTER  
**118.575 348.7**

UNICOM  
**122.8 (CTAF)**

Procedure NA for arrivals at YURVE via V68-391 northwest bound.



ELEV **5918**

**D**

210° to RW21

TDZE 5913

REIL Rws 3 and 21 **①**  
 MRL Rwy 3-21 **①**

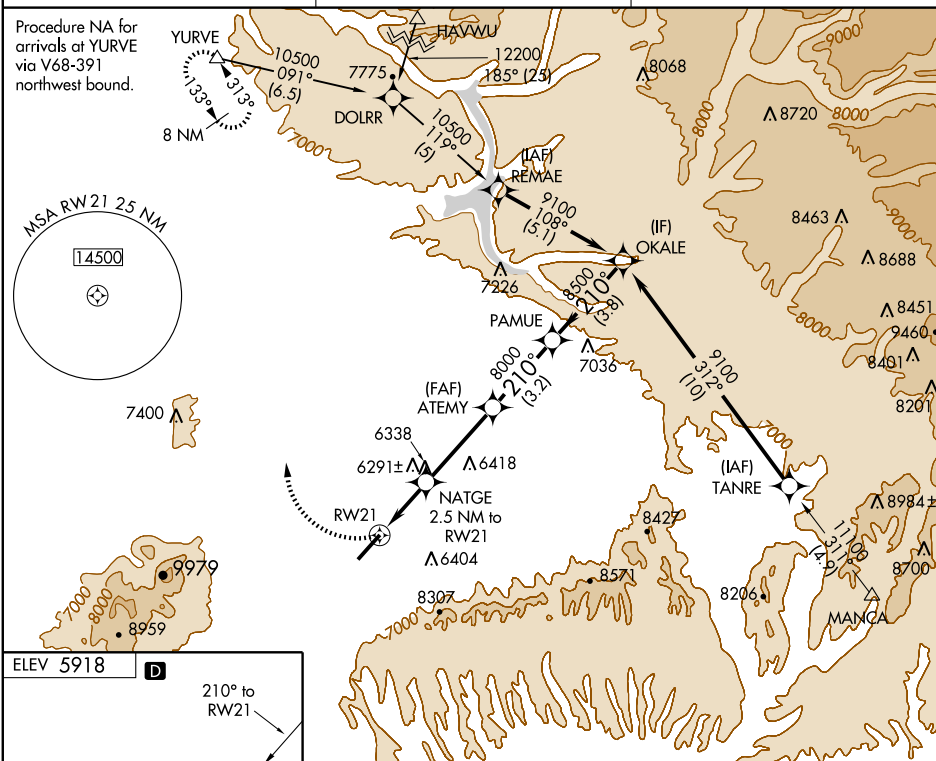
CORTEZ, COLORADO

Orig-B 09351

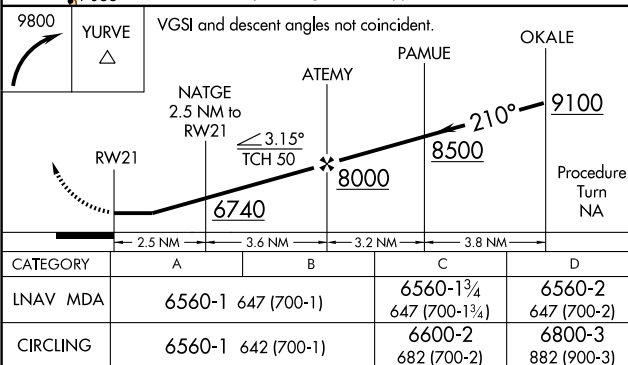
37°18'N-108°38'W

CORTEZ MUNI (CEZ)

# RNAV (GPS) Y RWY 21



CAUTION: Highway lights located between FAF and runway are aligned with approach area.



WAAS CH <b>99699</b> <b>W21A</b>	APP CRS <b>210°</b>	Rwy Idg TDZE Apt Elev	<b>7205</b> <b>5913</b> <b>5918</b>
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# RNAV (GPS) Z RWY 21

CORTEZ MUNI (CEZ)



DME/DME RNP-0.3 NA.

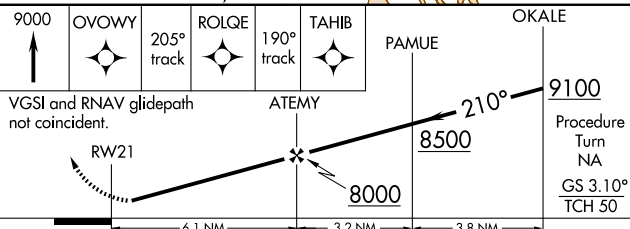
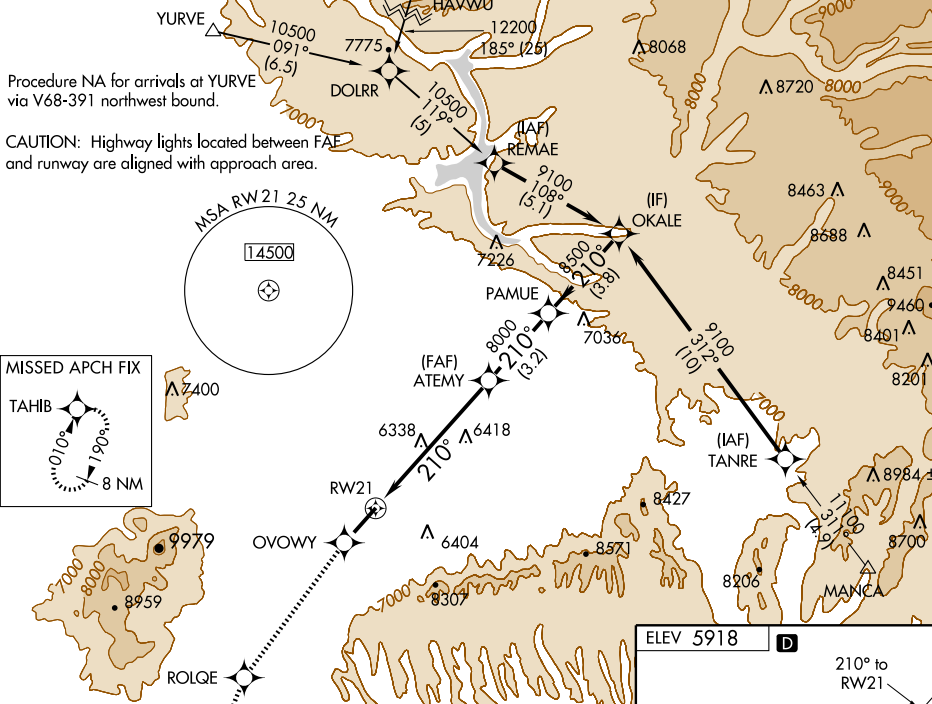
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 9000 direct OVOWY and via 205° track to ROLQE and via 190° track to TAHIB and hold.

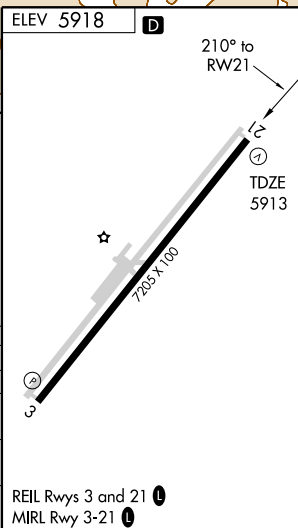
ASOS  
**135.625**

DENVER CENTER  
**118.575 348.7**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	6215-1		302 (300-1)	
LNAV/ VNAV DA	NA			
LNAV MDA	7140-1¼ 1227 (1300-1¼)	7140-1½ 1227 (1300-1½)	7140-3	1227 (1300-3)
CIRCLING	7140-1¼ 1222 (1300-1¼)	7140-1½ 1222 (1300-1½)	7140-3	1222 (1300-3)



REIL Rwy 3 and 21  
MIRL Rwy 3-21

VOR/DME CEZ <b>108.4</b> Chan <b>21</b>	APP CRS <b>196°</b>	Rwy Idg TDZE Apt Elev <b>7205</b> <b>5913</b> <b>5918</b>
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# VOR RWY 21

CORTEZ MUNI (CEZ)

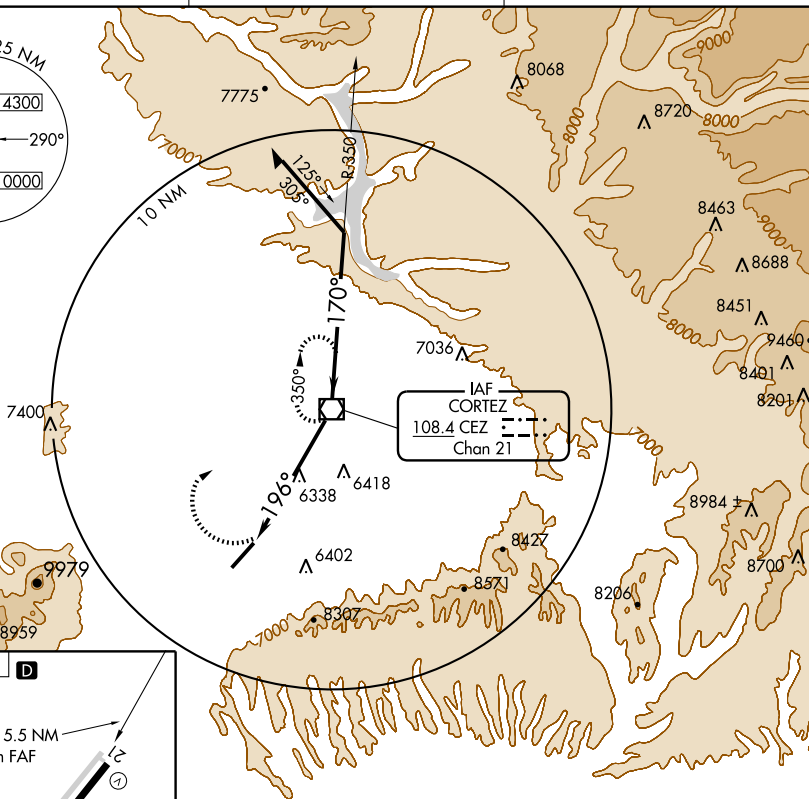
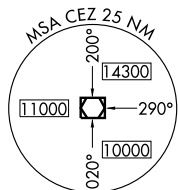
**CAUTION:** Highway lights located between facility and runway are aligned with approach area.

**MISSED APPROACH:** Climbing right turn to 9800 direct to CEZ VOR/DME and hold.

ASOS  
**135.625**

DENVER CENTER  
**118.575 348.7**

UNICOM  
**122.8 (CTAF) 0**

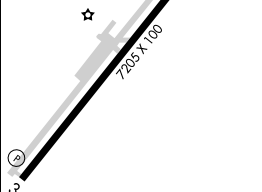


ELEV 5918

**D**

196° 5.5 NM  
from FAF

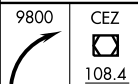
TDZE  
5913



REIL Rwy 3 and 21  
MIRL Rwy 3-21

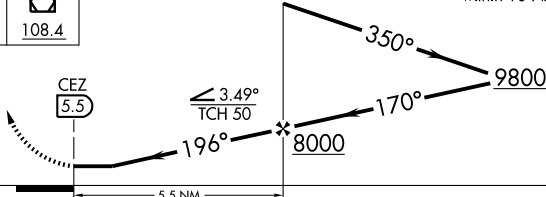
FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



VOR/DME

Remain within 10 NM



CATEGORY	A	B	C	D
S-21	6600-1 687 (700-1)		6600-2 687 (700-2)	6600-2 1/4 687 (700-2 1/4)
CIRCLING	6600-1 682 (700-1)		6600-2 682 (700-2)	6800-3 882 (900-3)

**CORTEZ MUNI** (CEZ) 3 SW UTC-7(-6DT) N37°18.18' W108°37.68'

5918 B S4 FUEL 100LL, JET A OX 1 Class III, ARFF Index A NOTAM FILE CEZ

DENVER

H-4K, L-8H, 9D

IAP

RWY 03-21: H7205X100 (ASPH-PFC) S-40, D-56 MIRL

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 46'. Trees.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 50'. Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 03: TORA-7205 TODA-7205 ASDA-7205 LDA-7205

RWY 21: TORA-7205 TODA-7205 ASDA-7205 LDA-7205

**AIRPORT REMARKS:** Attended dawn-dusk. PPR for unscheduled air carrier operations with more than 30 passenger seats ctc arpt manager 970-565-7458. Acft greater than 20,000 lbs dual wheel rstd to twy connector A2, back taxi on rwy to and from twy connector A2 to apron. ACTIVATE MIRL Rwy 03-21 and REIL Rwy 03 and Rwy 21—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.625 (970) 564-0193.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (DENVER RADIO)

DENVER CENTER APP/DEP CON 118.575

**AIRSPACE:** CLASS E svc 1300-0500Z±, except holidays other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CEZ.

(L) VORW/DME 108.4 CEZ Chan 21 N37°23.39'

W108°33.71' 197° 6.1 NM to fld. 6223/14E.

VOR unusable:

210°-230° beyond 20 NM below 11,500'.

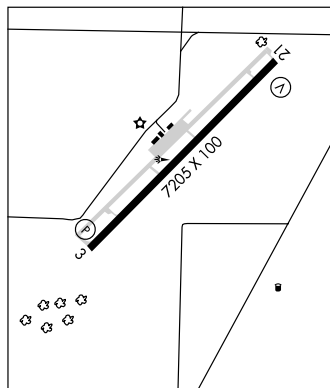
DME unusable:

060°-102° byd 22 NM blo 18,000'.

102°-131° byd 18 NM blo 18,000'.

131°-141° byd 18 NM blo 14,000'.

131°-141° by 32 NM blo 18000'.



141°-174° byd 18 NM blo 18000'  
174°-192° byd 22 NM blo 18000'.  
209°-025° byd 22 NM blo 18000'.

**CRAIG-MOFFAT** (CAG) 2 SE UTC-7(-6DT) N40°29.71' W107°31.30'

6193 B FUEL 100LL, JET A NOTAM FILE CAG

RWY 07-25: H5600X100 (ASPH) S-35, D-40 MIRL

RWY 07: REIL. P-line.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 32'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z± Sat-Sun irregularly. Wildlife on and invof arpt. Twys marked with blue reflectors. MIRL Rwy 07-25 preset low ints, to increase ints and ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25, and PAPI Rwy 25—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.425 (970) 824-2373.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 120.475

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

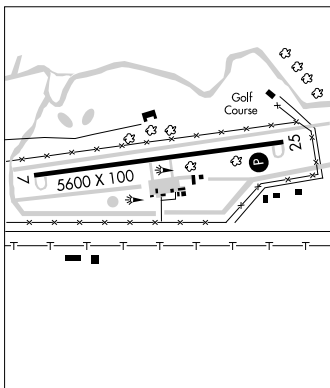
HAYDEN (H) VORW/DME 115.6 CHE Chan 103 N40°31.21'

W107°18.29' 248° 10.0 NM to fld. 7269/14E.

CHEYENNE

H-3E, L-9E, 11E

IAP





APP CRS **069°**  
Rwy Idg **5600**  
TDZE **6188**  
Apt Elev **6193**

**GPS RWY 7**  
CRAIG-MOFFAT (CAG)

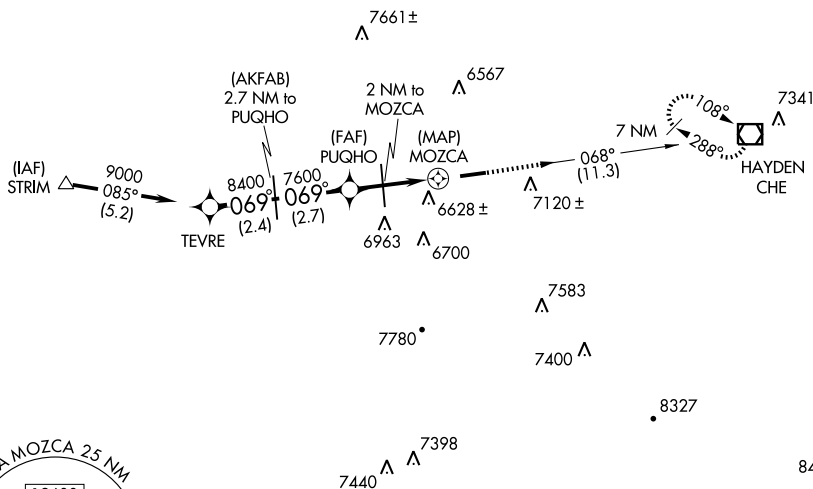


MISSED APPROACH: Climb to 10000 via 068° course to CHE VOR/DME and hold.

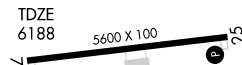
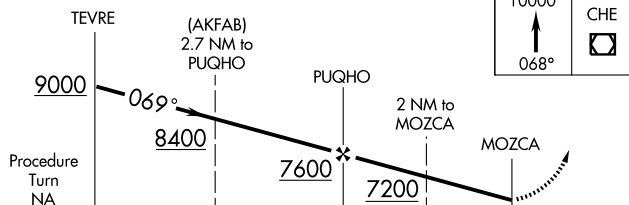
ASOS  
**135.425**

DENVER CENTER  
**120.475 235.975**

UNICOM  
**122.8 (CTAF)**



ELEV 6193



CATEGORY	A	B	C	D
S-7	6940-1 752 (800-1)	6940-1¼ 752 (800-1¼)	6940-2¼ 752 (800-2¼)	6940-2½ 752 (800-2½)
CIRCLING	7220-1¼ 1027 (1100-1¼)	7320-1½ 1127 (1200-1½)	7420-3	1227 (1300-3)

REIL Rwy 7 and 25  
MIRL Rwy 7-25

APP CRS	Rwy Idg	<b>5600</b>
<b>249°</b>	TDZE	<b>6193</b>
	Apt Elev	<b>6193</b>

GPS RWY 25  
CRAIG-MOFFAT (CAG)

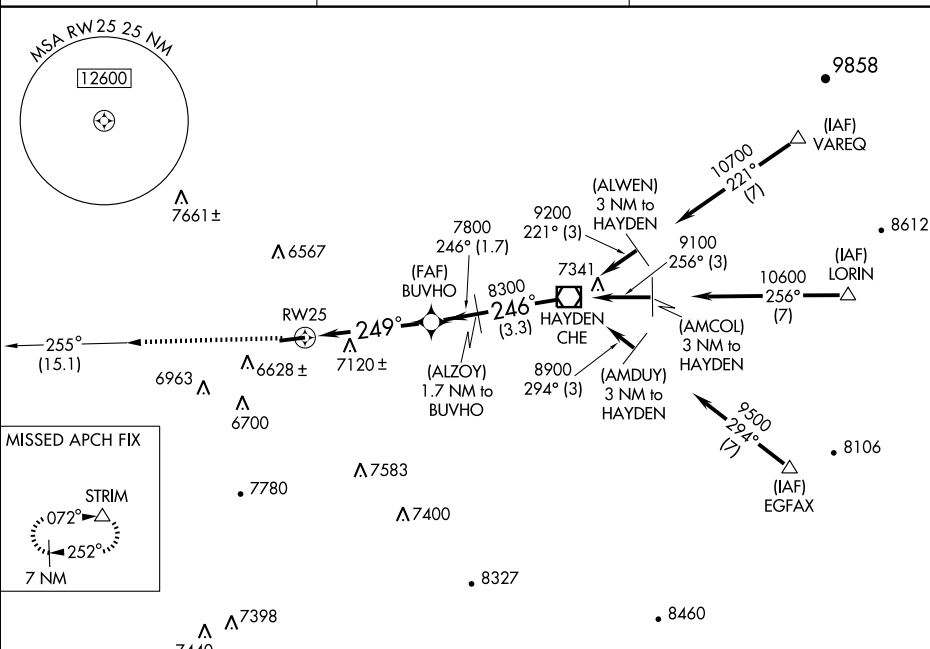
**T**  
**A** NA

**MISSED APPROACH:** Climb to 10000 via 255° course to STRIM WP and hold.

ASOS  
135.425

DENVER CENTER  
120.475 235.975

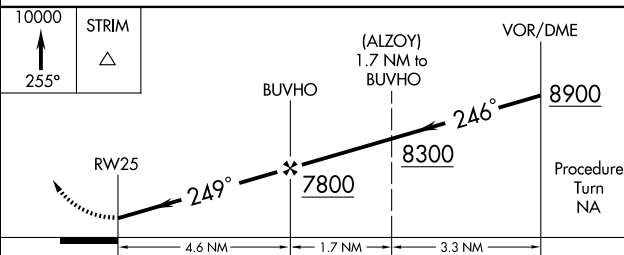
UNICOM  
122.8 (CTAF) **L**



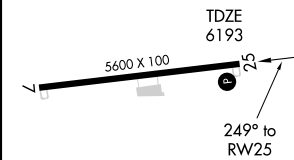
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

ELEV 6193



CATEGORY	A	B	C	D
S-25	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7380-3	1187 (1200-3)
CIRCLING	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7420-3	1227 (1300-3)



REIL Rwy 7 and 25 (L)  
MIRL Rwy 7-25 (L)

CRAIG, COLORADO  
Orig 08269

40°30'N-107°31'W

CRAIG-MOFFAT (CAG)  
GPS RWY 25

VOR/DME CH	APP CRS	Rwy Idg	<b>5600</b>
<b><u>115.6</u></b>	<b>068°</b>	TDZE	<b>6193</b>
Chan <b>103</b>		Apt Elev	<b>6193</b>

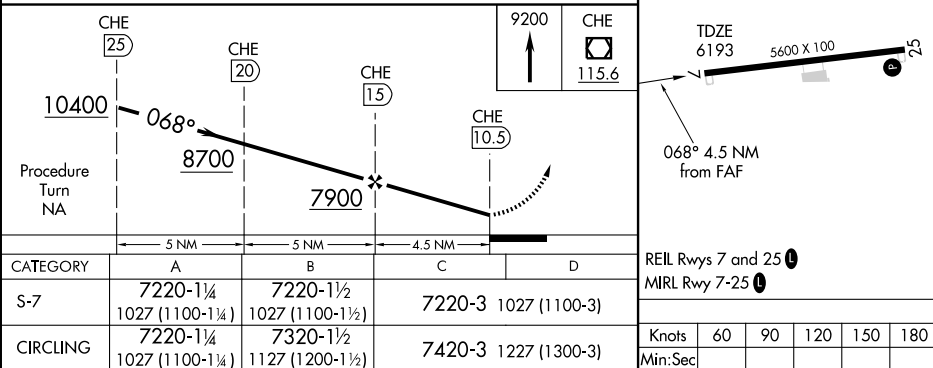
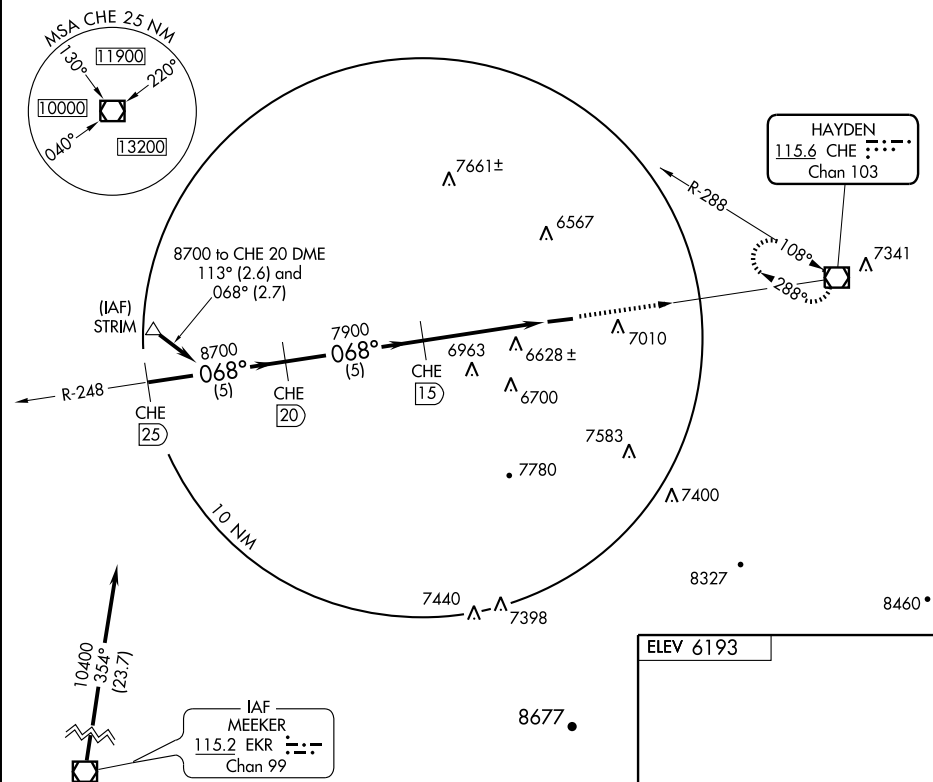
VOR/DME RWY 7  
CRAIG-MOFFAT (CAG)



**MISSED APPROACH:** Climb to 9200 direct CHE VOR/DME and hold.

ASOS  
135,425

DENVER CENTER  
120,475 235,975

UNICOM  
122.8 (CTAF) **L**

CRAIG, COLORADO  
Amdt 2B 07018

40°30'N-107°31'W

CRAIG-MOFFAT (CAG)  
VOR/DME RWY 7

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

VOR/DME CHE  
**115.6**  
Chan **103**

APP CRS  
**248°**

Rwy ldg  
TDZE **6192**  
Apt Elev **6193**

**VOR RWY 25**  
CRAIG-MOFFAT (CAG)



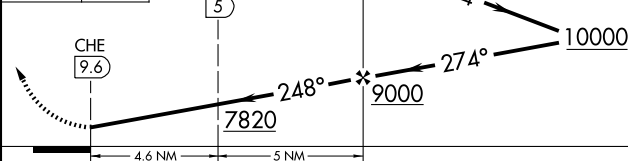
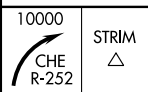
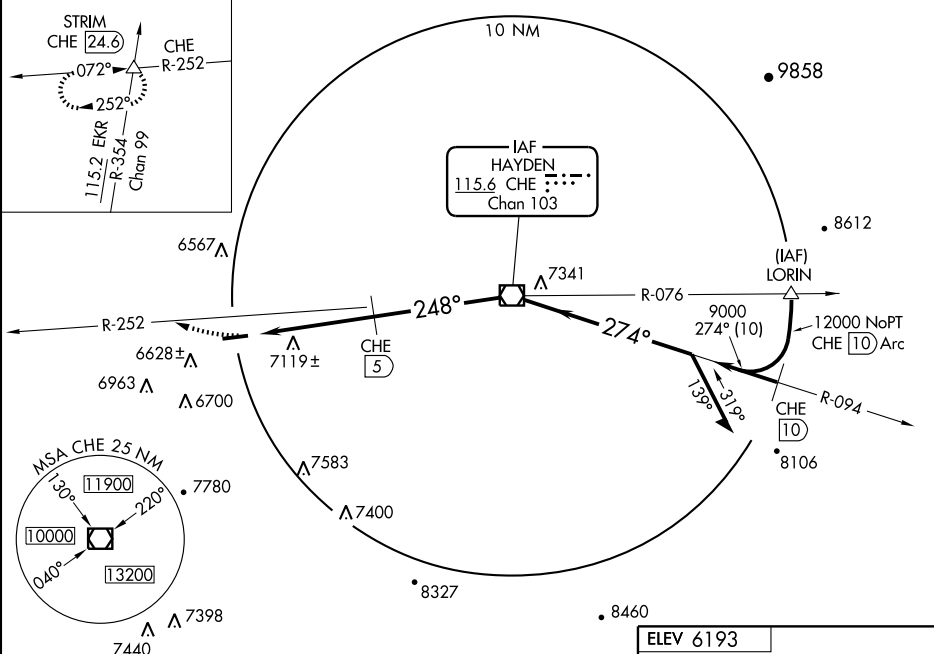
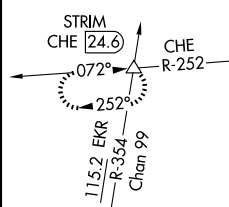
MISSED APPROACH: Climbing right to 10000 via CHE R-252 to STRIM Int and hold.

ASOS  
**135.425**

DENVER CENTER  
**120.475 235.975**

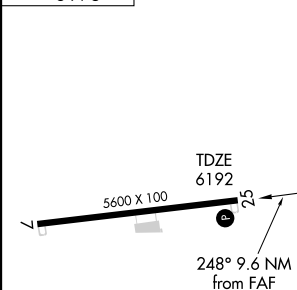
UNICOM  
**122.8** (CTAF) **1**

MISSED APCH FIX



CATEGORY	A	B	C	D
S-25	7820-1¼ 1628 (1700-1¼)	7820-1½ 1628 (1700-1½)	7820-3	1628 (1700-3)
CIRCLING	7820-1¼ 1627 (1700-1¼)	7820-1½ 1627 (1700-1½)	7820-3	1627 (1700-3)
DME MINIMA				
S-25	7380-1¼ 1188 (1200-1¼)	7380-1½ 1188 (1200-1½)	7380-3	1188 (1200-3)
CIRCLING	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7420-3	1227 (1300-3)

ELEV 6193



REIL Rwy 7 and 25 **1**  
MIRL Rwy 7-25 **1**

FAF to MAP 9.6 NM

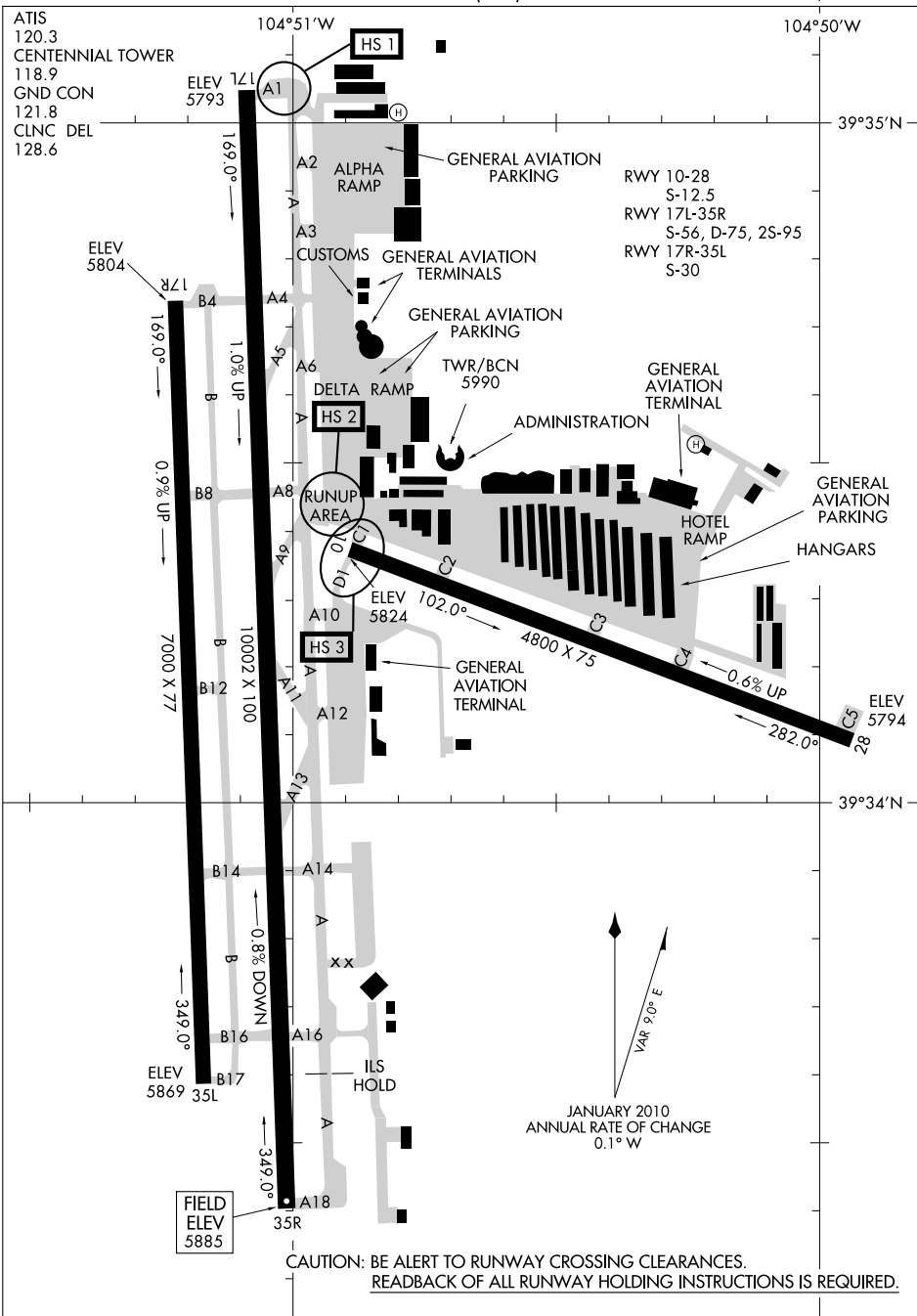
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

## AIRPORT DIAGRAM

AL-5715 (FAA)

DENVER/CENTENNIAL (APA)

DENVER, COLORADO



SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

DENVER, COLORADO  
DENVER/CENTENNIAL (APA)

## DENVER

## CENTENNIAL

(APA) 15 SE UTC-7(-6DT) N39°34.21' W104°50.96'

DENVER

5885 B S4 FUEL 100LL, JET A OX 1, 2 TPA-6885(1000) NOTAM FILE APA

H-3F, 5A, L-10F, A

RWY 17L-35R: H10002X100 (ASPH-GRVD) S-56, D-75, 2S-95 MIRL

IAP, AD

RWY 17L: PAPI(P4L)—GA 3.0° TCH 50'. 1.0% up.

RWY 35R: MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Building. Rgt tfc.  
0.8% down.

RWY 17R-35L: H7000X77 (ASPH-GRVD) S-30 MIRL 0.9% up S

RWY 17R: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Rgt tfc.

RWY 35L: REIL. PAPI(P4R)—GA 3.0° TCH 52'. Ground.

RWY 10-28: H4800X75 (ASPH) S-12.5 MIRL 0.6% up W

RWY 28: REIL. PAPI(P2L)—GA 4.0° TCH 28'. Ground.

AIRPORT REMARKS: Attended continuously. Self serve fuel avbl.

Waterfowl on and in vicinity of arpt. Numerous cranes invof arpt.

Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. +109' twr located 1800' east/northeast of

Rwy 17L thld. Numerous flood lgts located ½ mile north of thld

Rwy 17L SS-0700Z±. Rwy distance marker signs on Rwy 17L-35R

and Rwy 10-28. Rwy 10 temporarily CLOSED for arrivals, avbl

upon req ctc twr. Noise abatement procedures in effect, ctc noise

office 303-790-0598. Rwy 35R crosswind/base leg south of

Lincoln Ave., Rwy 17L crosswind/base leg south of Arapahoe Rd.

Rwy 17R-35L clsd tfc remain south of Arapahoe Rd and east of

Interstate 25. Rwy 10-28 avoid noise sensitive areas 1 mile east and south of rwy. All acft blo 70,000 lbs

maximum gross tkf weight and Stage III acft up to certificated 75,000 lbs maximum gross tkf weight may be

operated, one-time exceptions may be authorized by Executive Director on a case-by-case basis. Helicopter

ops please ctc preferred FBO for ldg zone locations. Helicopter ops on front ramp not advised. U.S. Customs

user fee arpt. Call U.S. Customs 303-768-0309. 24 hr user fee customs avbl. Ctc arpt for fee information. See

Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

WEATHER DATA SOURCES: ASOS (303) 706-9098.

COMMUNICATIONS: ATIS 120.3 (303) 799-6722 UNICOM 122.95

DENVER RCO 122.35 122.2 (DENVER RADIO)

DENVER APP/DEP CON 132.75

TOWER 118.9 GND CON 121.8 CLNC DEL 128.6

AIRSPACE: CLASS D svc continuous.

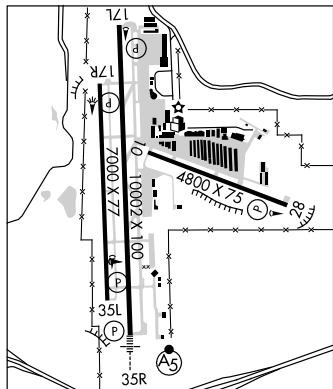
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

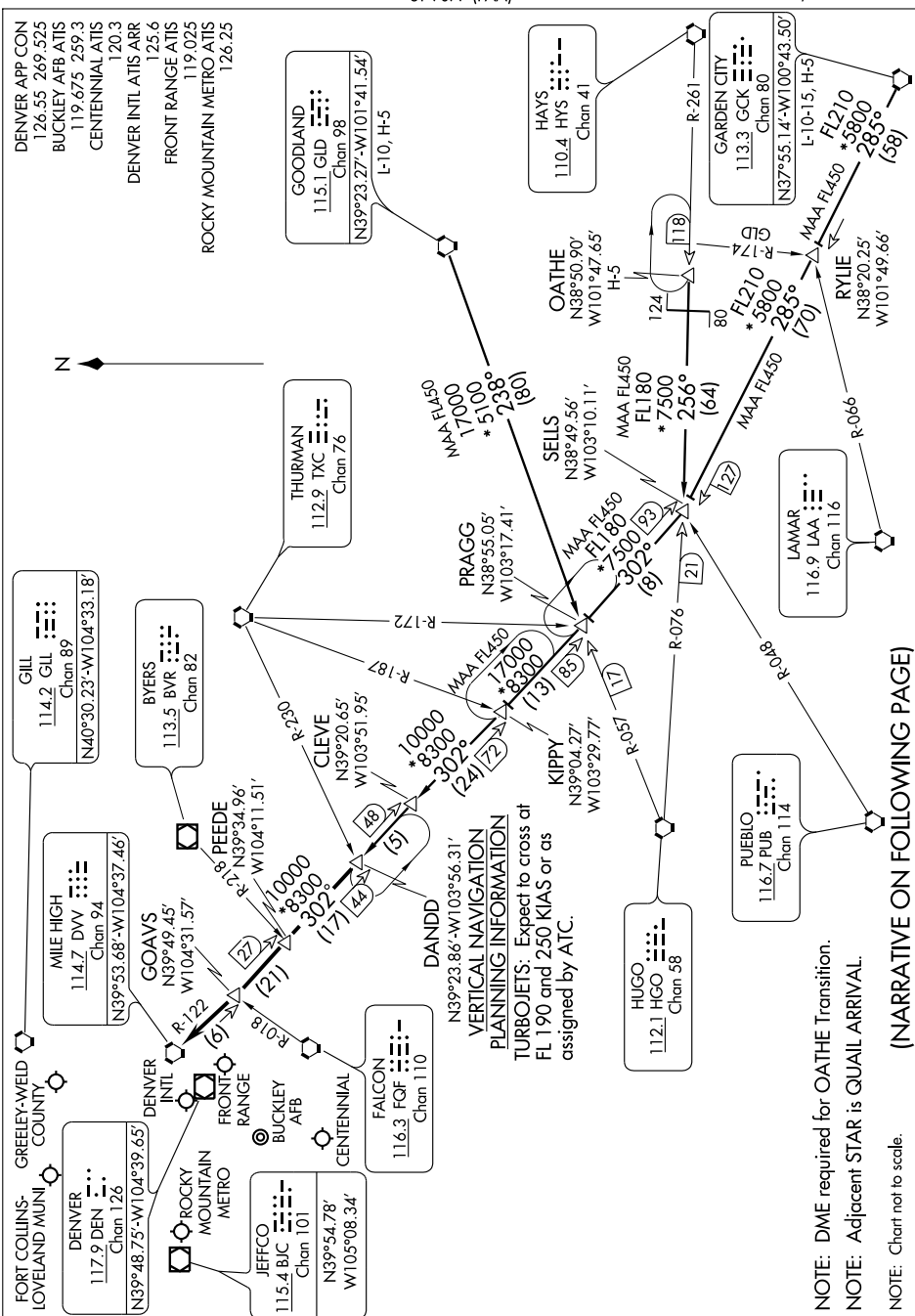
FALCON (H) VORTACW 116.3 FQF Chan 110 N39°41.41' W104°37.26' 225° 12.8 NM to fld. 5780/11E.

CASSE NDB (HW/LOM) 260 AP N39°27.12' W104°50.75' 348° 7.1 NM to fld. NOTAM FILE APA.

ILS/DME 111.3 I-APA Chan 50 Rwy 35R. LOM CASSE NDB. LOC unusable byd 13 NM blo 9,000'.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr. Advise GND CON when ready for dep. GND CON will advise when to monitor the twr frequency.





SW-1. 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

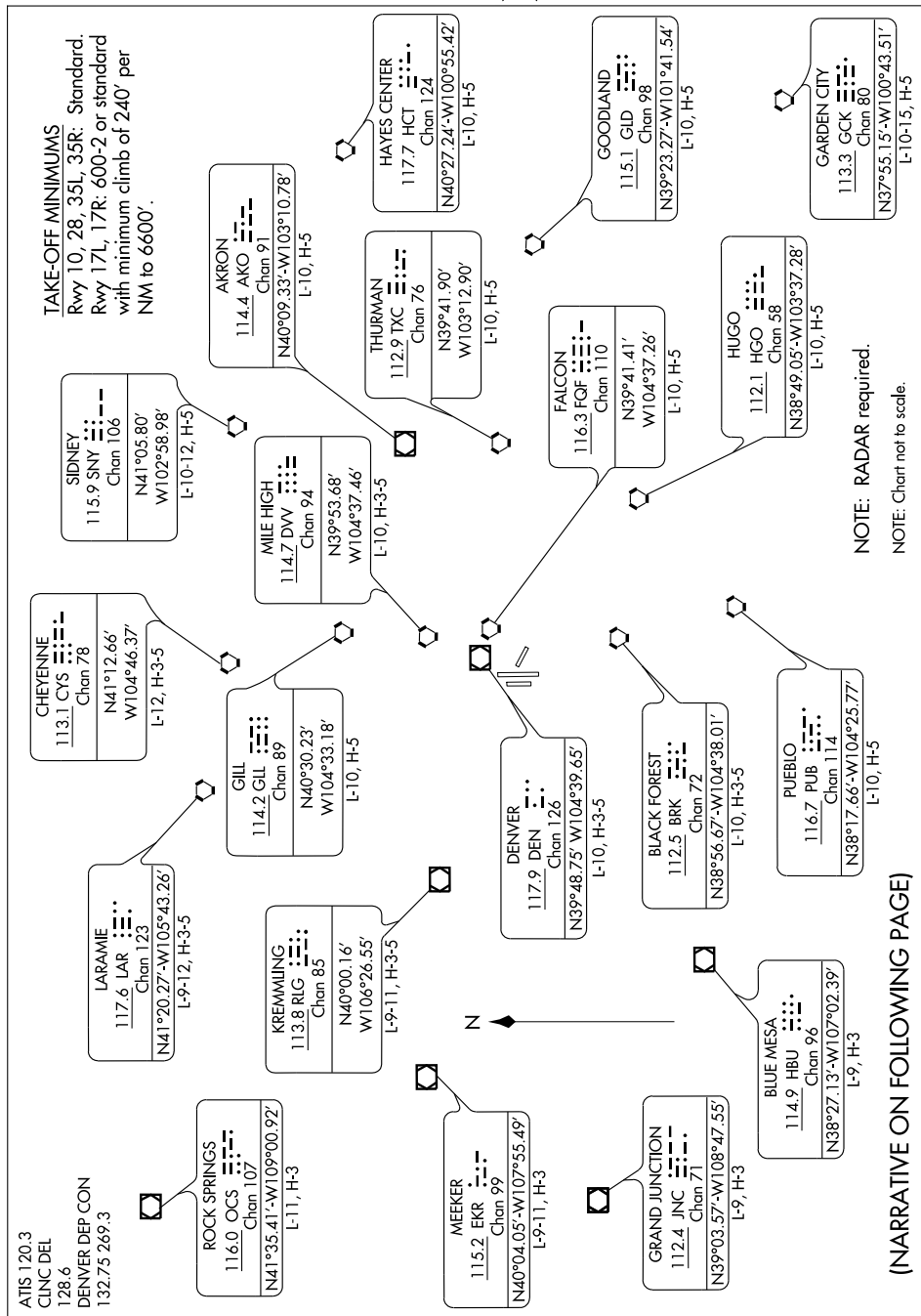
....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



SW-1, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE)

SW-1. 23 SEP 2010 to 21 OCT 2010



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ASPEN, CO		
ASPEN-PITKIN COUNTY /		
SARDY FIELD (ASE)		
	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A and west edge of ramp.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
DENVER, CO		
CENTENNIAL (APA)		
	HS 1	Int Twy A1. Hold line across run-up area.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER, CO		
ROCKY MOUNTAIN		
METROPOLITAN (BJC)		
	HS 1	Frequent helicopter operations.
EAGLE, CO		
EAGLE COUNTY RGNL (EGE)		
	HS 1	High density parking area.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-APA <b>111.3</b> Chan <b>50</b>	APP CRS <b>347°</b>	Rwy Idg 35R <b>10002</b> TDZE <b>5885</b> Apt Elev <b>5885</b>	Rwy Idg 35L <b>7000</b> TDZE <b>5869</b> Apt Elev <b>5885</b>
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# ILS or LOC RWY 35R

## DENVER/ CENTENNIAL (APA)

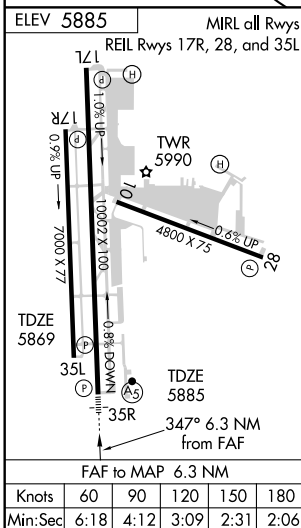
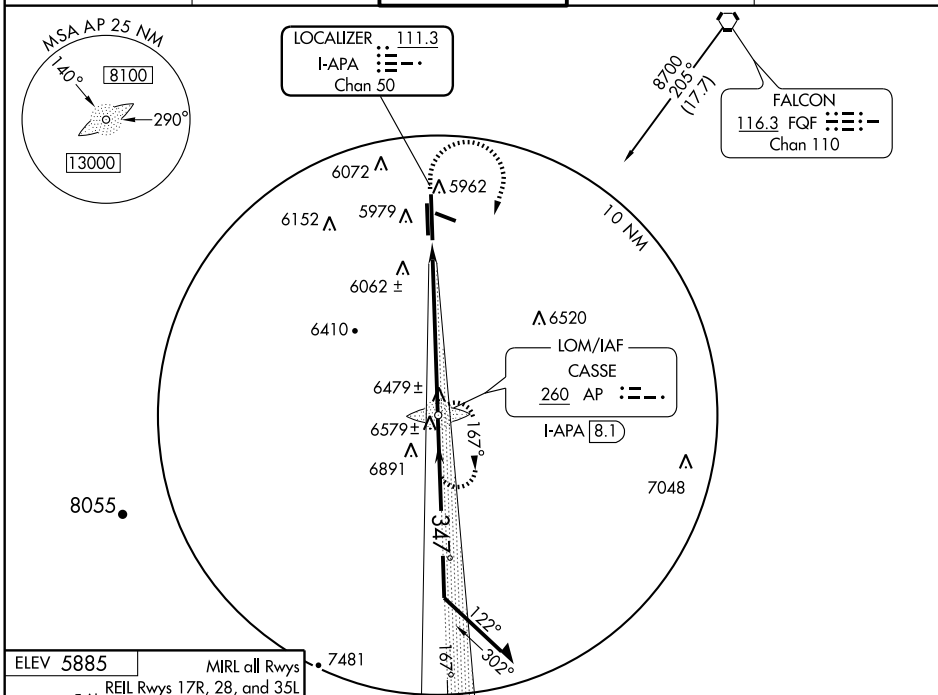
- T** For inoperative MALS, increase S-LOC CAT A visibility to 1 mile.  
**A** Circling to Rwy 10 not authorized at night.  
ADF required until established on localizer inbound, maintain 9000 until 13 DME.

MALSR

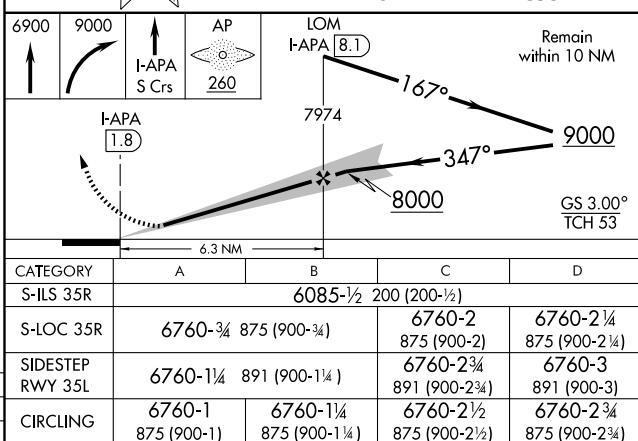


**MISSED APPROACH:** Climb to 6900, then climbing right turn to 9000 to intercept I-APA South course to CASSE LOM/I-APA 8.1 DME and hold.

ATIS <b>120.3</b>	DENVER APP CON <b>132.75 269.3</b>	CENTENNIAL TOWER <b>118.9</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.6</b>
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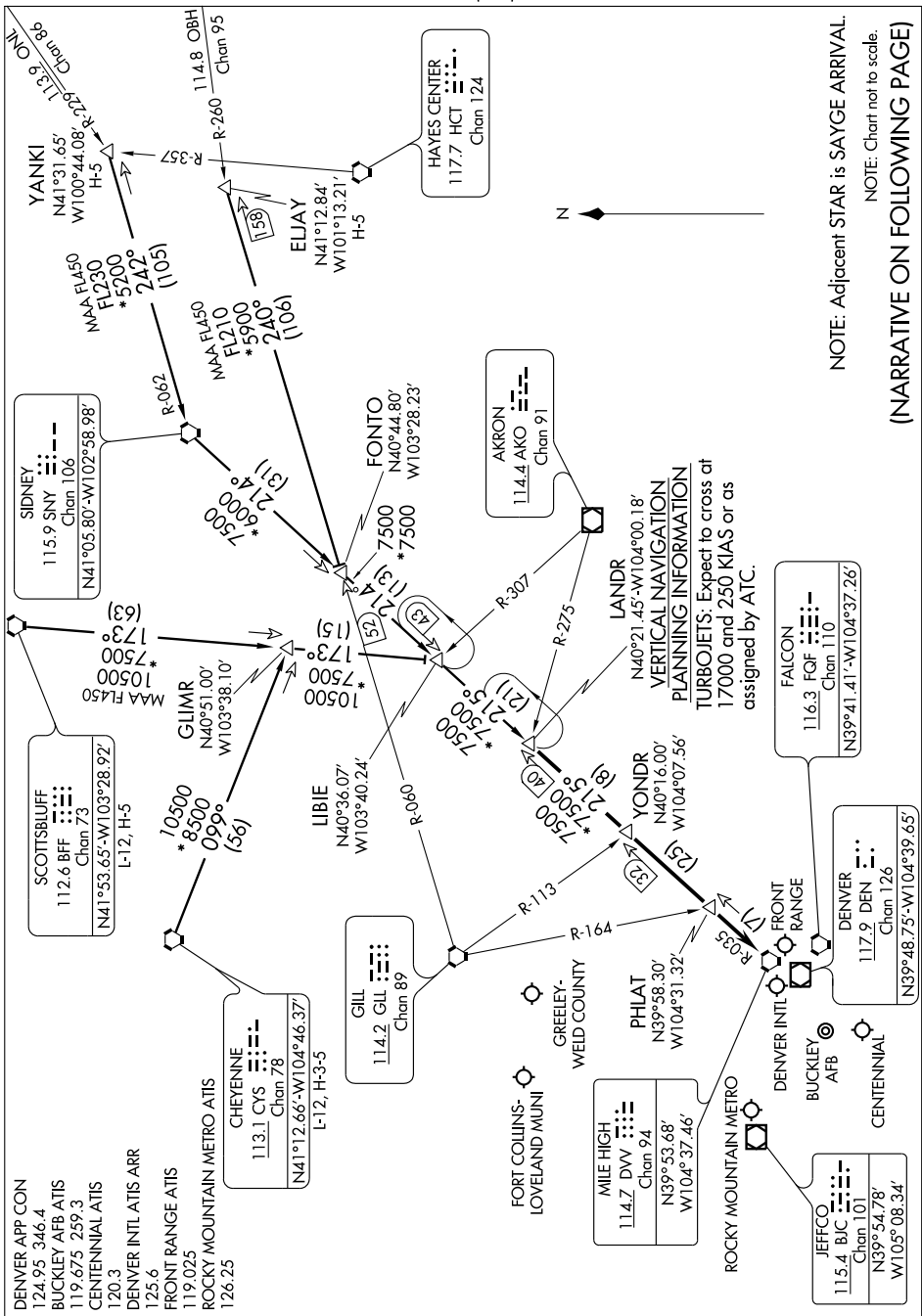
ADF or DME REQUIRED



## LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

## LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER, COLORADO

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....


YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010


SW-1, 23 SEP 2010 to 21 OCT 2010

DENVER APP CON  
120.35 379.3  
BUCKLEY AFB ATIS  
119.675 259.3  
CENTENNIAL ATIS  
120.3  
DENVER INTL ATIS ARR  
125.6  
FRONT RANGE ATIS  
119.025  
ROCKY MOUNTAIN METRO ATIS  
126.25

GILL  
114.2 GLL   
Chan 89  
N40°30.23'-W104°3


FORT COLLINS-  
LOVELAND MUNI 

GREELEY-  
WELD COUNTY

DENVER  
117.9 DEN   
Chan 126  
N39°48.75'-W104°3

DENVER  
INTL

FRONT  
RANGE

JEFFCO  
115.4 BJC   
Chan 101


HUUGE  
N39°34.72'  
W104°47.91'

PAYDD  
N39°24.10'  
W105°04.73

FALCON  
116.3 FQF  $\ddot{::}::\ddot{::}-$   
Chan 110  
N39°41.41'  
W104°37.26'

LARKS  
N39°15.44'-W105°18.31'  
VERTICAL NAVIGATION  
PLANNING INFORMATION


**TURBOJET:** Expect to cross at 17000 and 250 KIAS or as assigned by ATC.


RED TABLE  
113.0 DBL   
Chan 77

BLUE MESA  
114.9 HBU ÷  
Chan 96

BLACK FOREST  
112.5 BRK   
Chan 72

MAA FL450  
FL200  
\*15400  
— 262° —  
(74)

PUEBLO  
5.7 PUB   
Chan 114  
7.66'-W104°25.77'  
L-10. H-5

RATTLESNAKE  
115.3 RSK   
Chan 100  
N36°44.90'-W108°05.93'  
I-8, H-4

ALAMOSA  
113.9 ALS  $\therefore \equiv \cdot \cdot$   
Chan 86  
7°20.95'-W 105°48.93'  
L-8-9, H-4-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## LARKS SIX ARRIVAL

(LARKS.LARKS6) 09351

DENVER, COLORADO

SW-1. 23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



LOM AP <b>260</b>	APP CRS <b>347°</b>	Rwy Idg TDZE <b>5885</b> Apt Elev <b>5885</b>
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# NDB RWY 35R

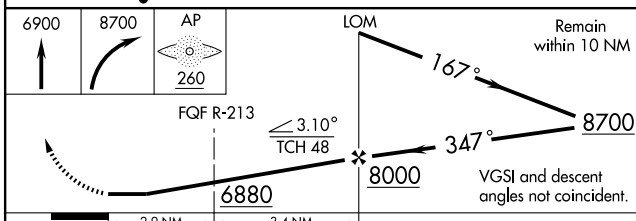
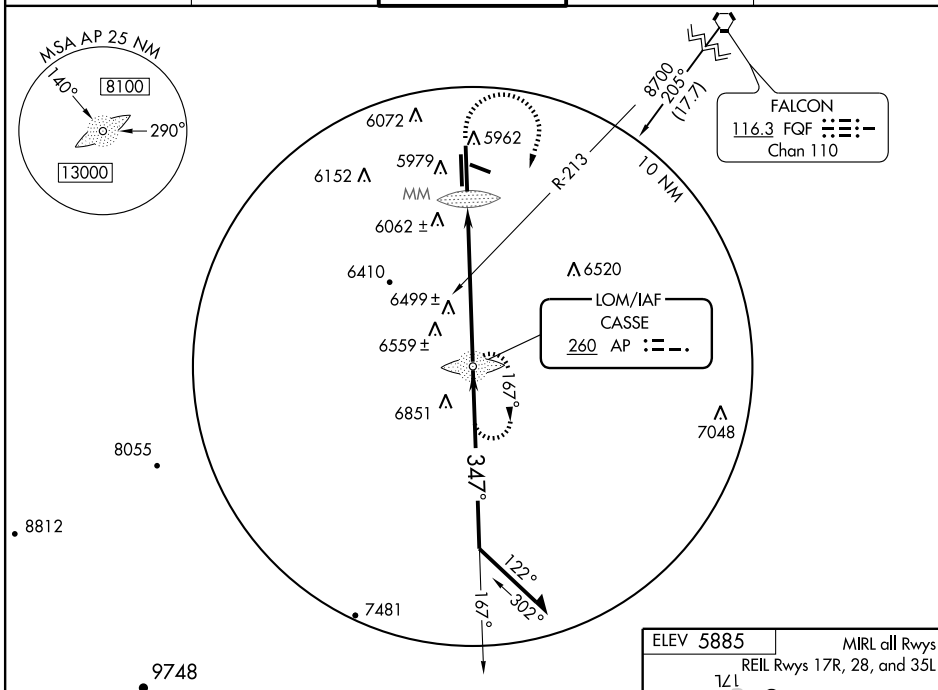
DENVER/ CENTENNIAL (APA)

- ▼** \* For inoperative MALS, increase S-35R Cat A visibility to 1¼, increase S-35R Cat B visibility to 1½.
- ▲** # For inoperative MALS, increase S-35R Cat A, B visibility to 1¼. Circling to Rwy 10 not authorized at night.

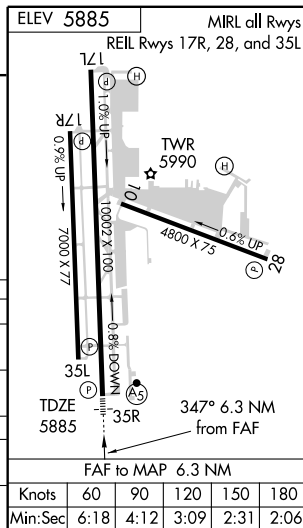


**MISSED APPROACH:** Climb to 6900, then climbing right turn to 8700 direct AP LOM and hold.

ATIS <b>120.3</b>	DENVER APP CON <b>132.75 269.3</b>	CENTENNIAL TOWER <b>118.9</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.6</b>
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CATEGORY	A	B	C	D
S-35R *	6880-¾ 995 (1000-¾)	6880-1 995 (1000-1)	6880-2½ 995 (1000-2½)	6880-2¾ 995 (1000-2¾)
CIRCLING	6880-1¼ 995 (1000-1¼)	6880-1½ 995 (1000-1½)	6880-3	995 (1000-3)
VOR MINIMUMS				
S-35R #	6780-¾ 895 (900-¾)	6780-2¼ 895 (900-2¼)	6780-2¾ 895 (900-2¾)	6780-3 895 (900-3)
CIRCLING	6780-1¼ 895 (900-1¼)	6780-1½ 895 (900-1½)	6780-2¾ 895 (900-2¾)	6780-3 895 (900-3)



## PIKES FOUR DEPARTURE

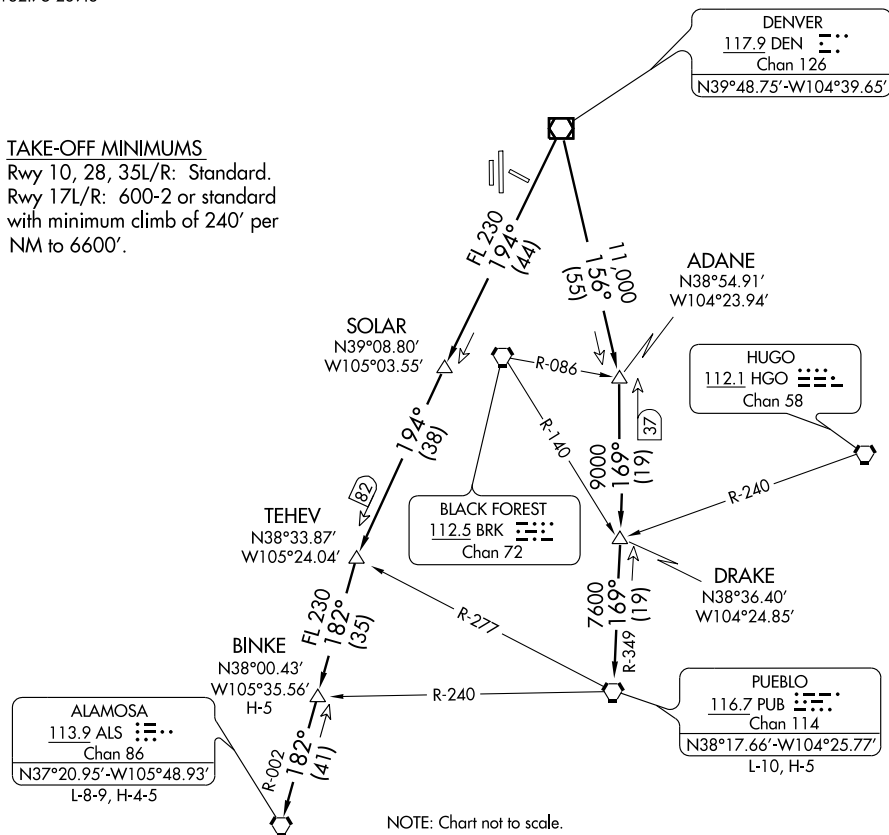
SL-5715 (FAA)

DENVER/CENTENNIAL (APA)  
DENVER, COLORADO

ATIS 120.3  
CLNC DEL  
128.6  
DENVER DEP CON  
132.75 269.3

## TAKE-OFF MINIMUMS

Rwy 10, 28, 35L/R: Standard.  
Rwy 17L/R: 600-2 or standard  
with minimum climb of 240' per  
NM to 6600'.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

**ALAMOSA TRANSITION (PIKES4.ALS):** From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

**BINKE TRANSITION (PIKES4.BINKE):** From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

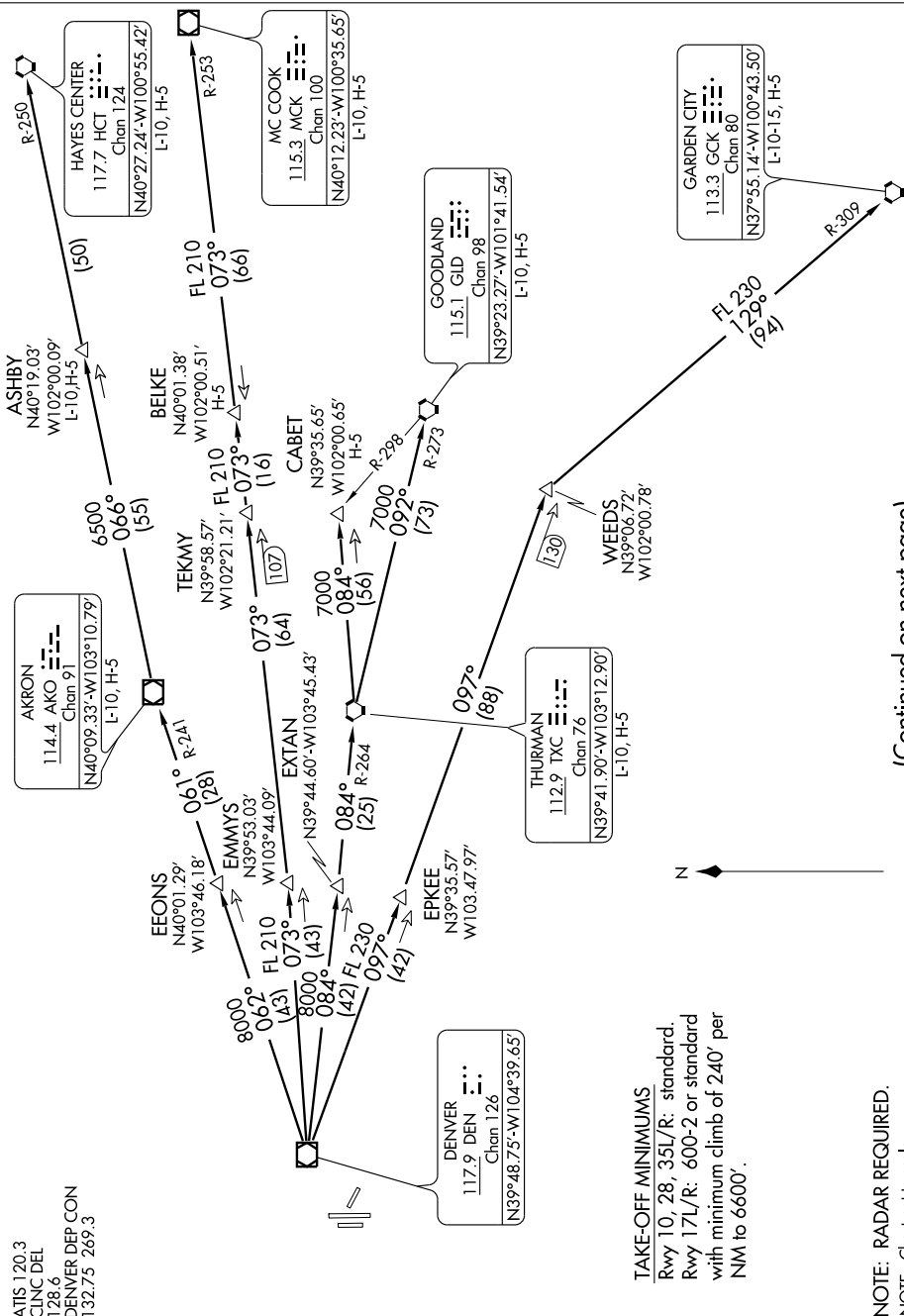
**PUEBLO TRANSITION (PIKES4.PUB):** From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

## PIKES FOUR DEPARTURE

(PIKES4.DEN) 07298

DENVER, COLORADO  
DENVER/CENTENNIAL (APA)

SW-1, 23 SEP 2010 to 21 OCT 2010



(Continued on next page)

SW-1. 23 SEP 2010 to 21 OCT 2010

NOTE: RADAR REQUIRED.  
NOTE: Chart not to scale.

## PLAINS FOUR DEPARTURE

(PLAIN4.DEN) 07298

DENVER, COLORADO  
DENVER/CENTENNIAL (APA)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIFF INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

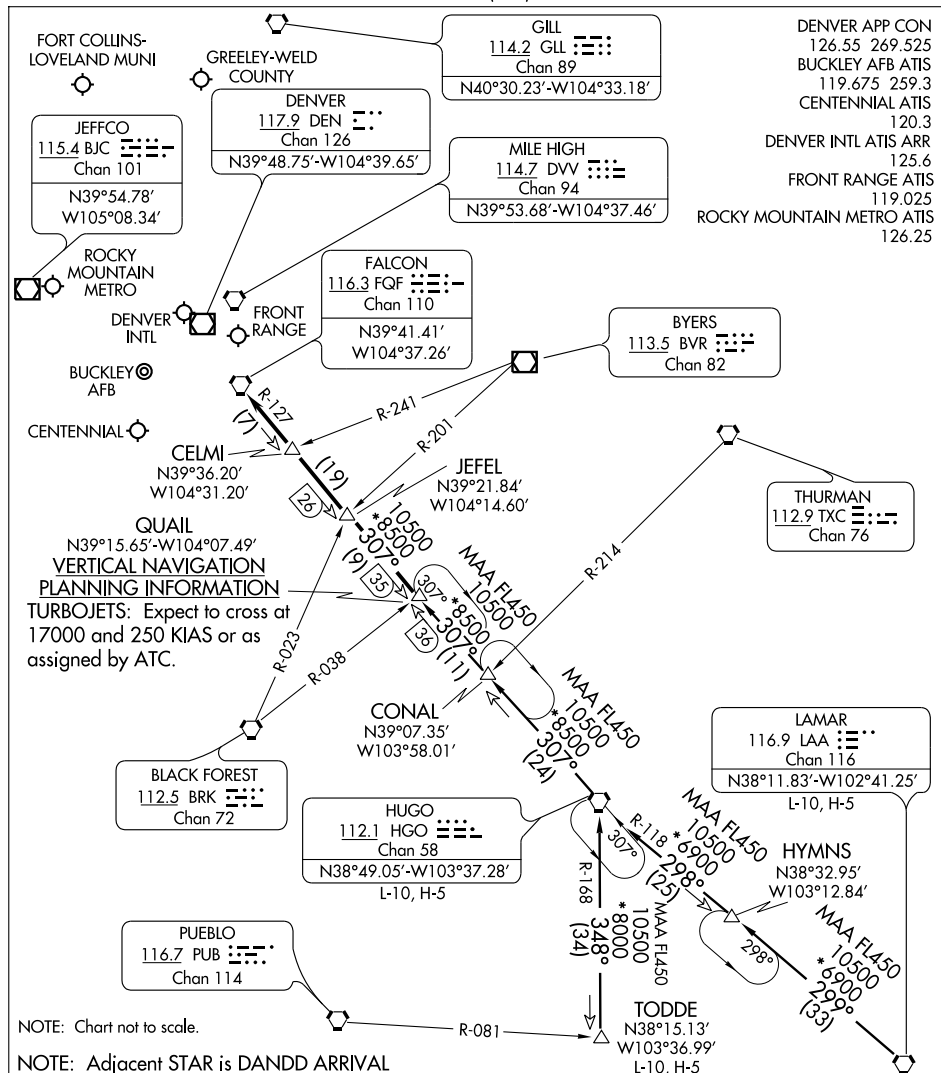
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

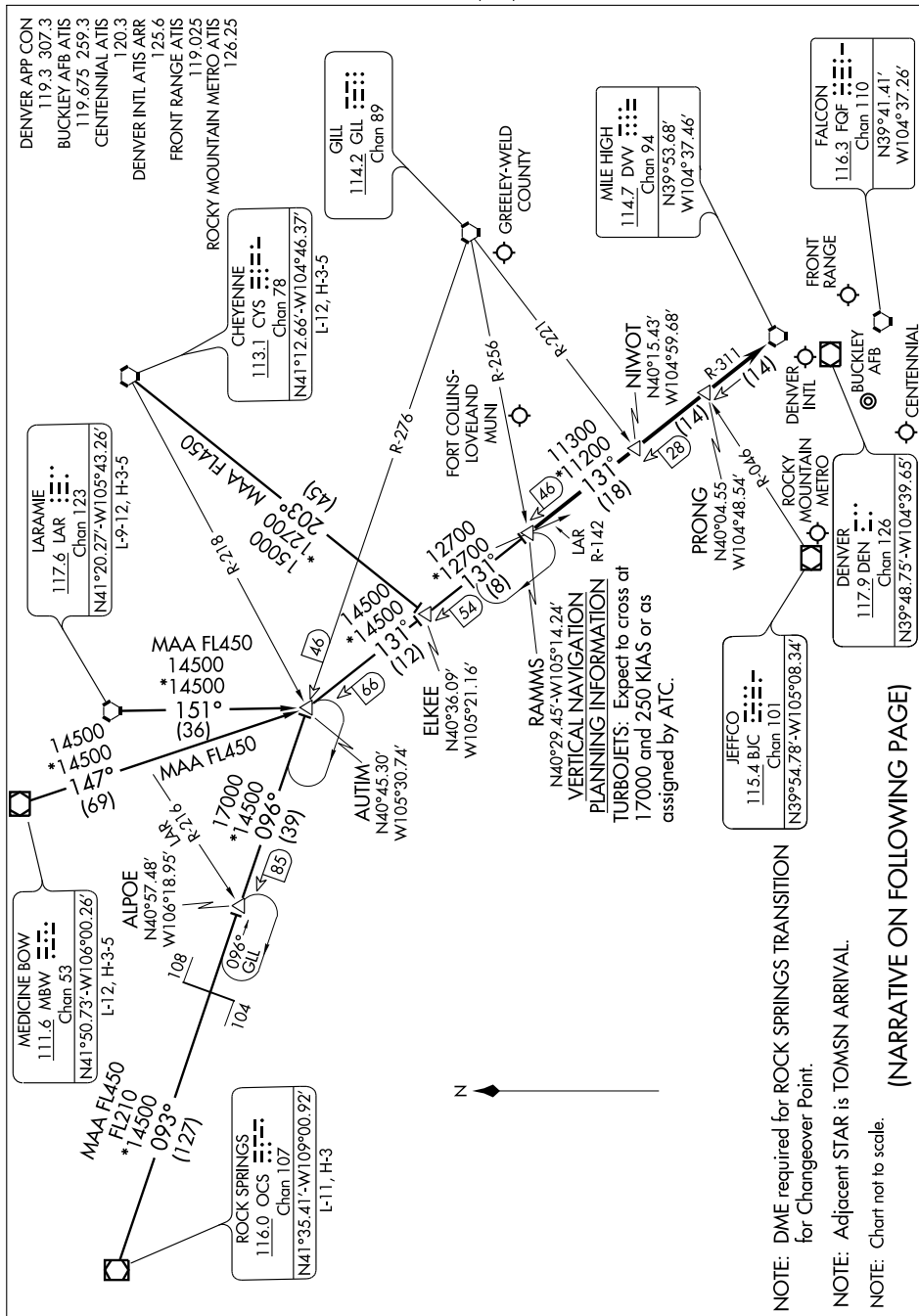
**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC.

Expect radar vectors to the final approach course at or before FQF VORTAC.

## QUAIL SIX ARRIVAL

DENVER, COLORADO



SW-1. 23 SEP 2010 to 21 OCT 2010

## RAMMS FIVE ARRIVAL

(RAMMS.RAMMS5) 10042

DENVER, COLORADO



## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>82107</b> <b>W28A</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>4800</b> <b>5813</b> <b>5885</b>
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## RNAV (GPS) RWY 28

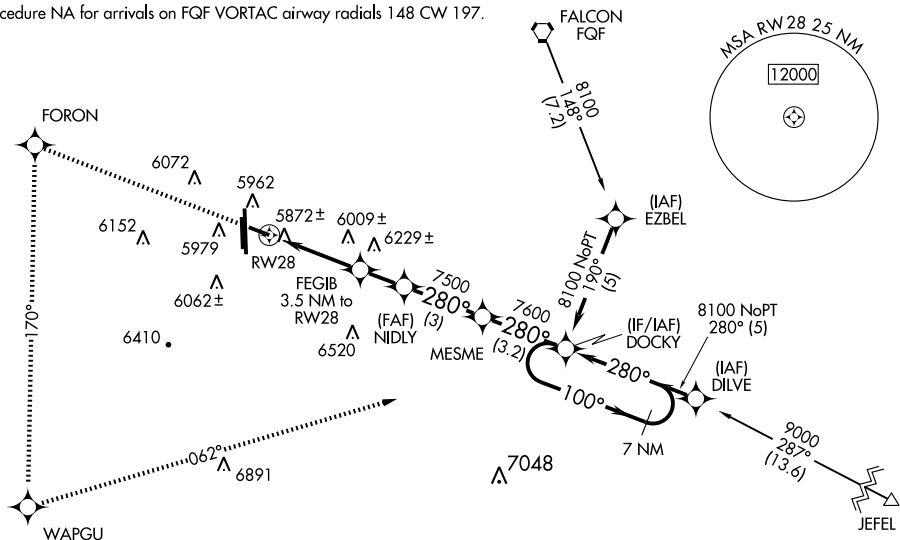
DENVER/ CENTENNIAL (APA)

▼ When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 108 feet and all MDA 120 feet; increase LPV all Cats visibility  $\frac{1}{4}$  mile, increase LNAV/VNAV all Cats visibility  $\frac{1}{2}$  mile, LNAV Cats C/D visibility  $\frac{1}{4}$  mile and circling Cat C visibility  $\frac{1}{2}$  mile, and Cat D visibility  $\frac{1}{4}$  mile.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). VDP and Baro VNAV NA when using Denver Intl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

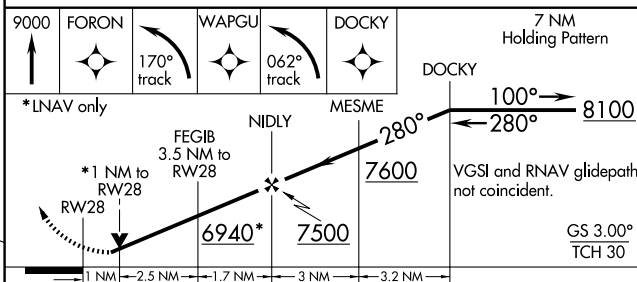
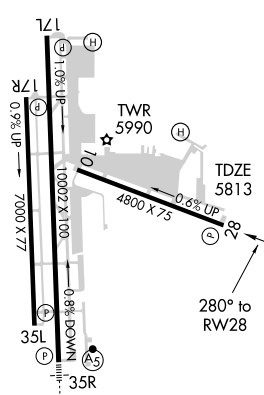
MISSED APPROACH: Climb to 9000 direct FORON and left turn via 170° track to WAPGU and left turn via 062° track to DOCKY and hold.

ATIS <b>120.3</b>	DENVER APP CON <b>132.75 269.3</b>	CENTENNIAL TOWER <b>118.9</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.6</b>
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Procedure NA for arrivals on FQF VORTAC airway radials 148 CW 197.



ELEV 5885



CATEGORY	A	B	C	D
LPV DA	6104-1 $\frac{1}{4}$ 291 (300-1 $\frac{1}{4}$ )			
LNAV/VNAV DA	6152-1 $\frac{1}{4}$ 339 (300-1 $\frac{1}{4}$ )			
LNAV MDA	6260-1 447 (400-1)	6260-1 $\frac{1}{4}$ 447 (400-1 $\frac{1}{4}$ )	6260-1 $\frac{1}{2}$ 447 (400-1 $\frac{1}{2}$ )	6260-1 $\frac{1}{2}$ 447 (400-1 $\frac{1}{2}$ )
CIRCLING	6440-1 555 (600-1)	6440-1 $\frac{1}{2}$ 555 (600-1 $\frac{1}{2}$ )	6560-2 $\frac{1}{4}$ 675 (700-2 $\frac{1}{4}$ )	6560-2 $\frac{1}{4}$ 675 (700-2 $\frac{1}{4}$ )

DENVER, COLORADO

Orig-A 09015

39°34'N-104°51'W

DENVER/ CENTENNIAL (APA)

RNAV (GPS) RWY 28

WAAS CH <b>93508</b> <b>W35A</b>	APP CRS <b>347°</b>	Rwy Idg <b>10002</b> TDZE <b>5885</b> Apt Elev <b>5885</b>
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## RNAV (GPS) RWY 35R

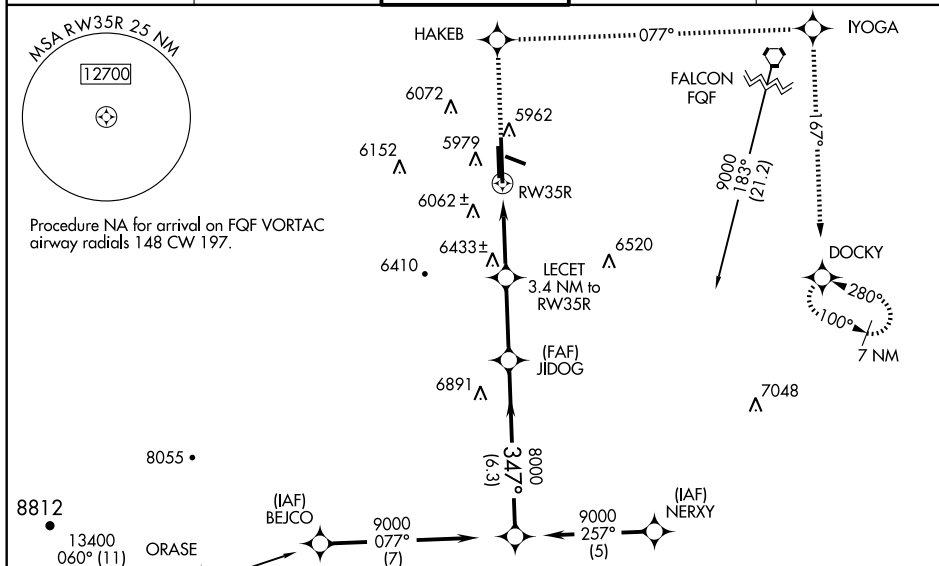
DENVER/ CENTENNIAL (APA)

▼ When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 108 feet and all MDA 120 feet; increase LNAV Cat C/D visibility ¼ mile and circling Cats A/C/D visibility ¼ mile. For inoperative MALSR increase LPV all Cats visibility to 1¼ mile. For inoperative MALSR increase LNAV Cat A visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). Inoperative table does not apply to LPV and LNAV/VNAV. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Denver Intl altimeter setting. Circling to Rwy 10 NA at night. DME/DME RNP-0.3 NA.

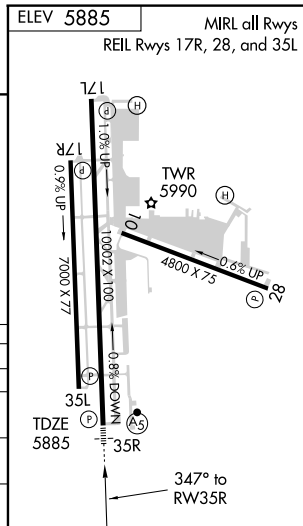


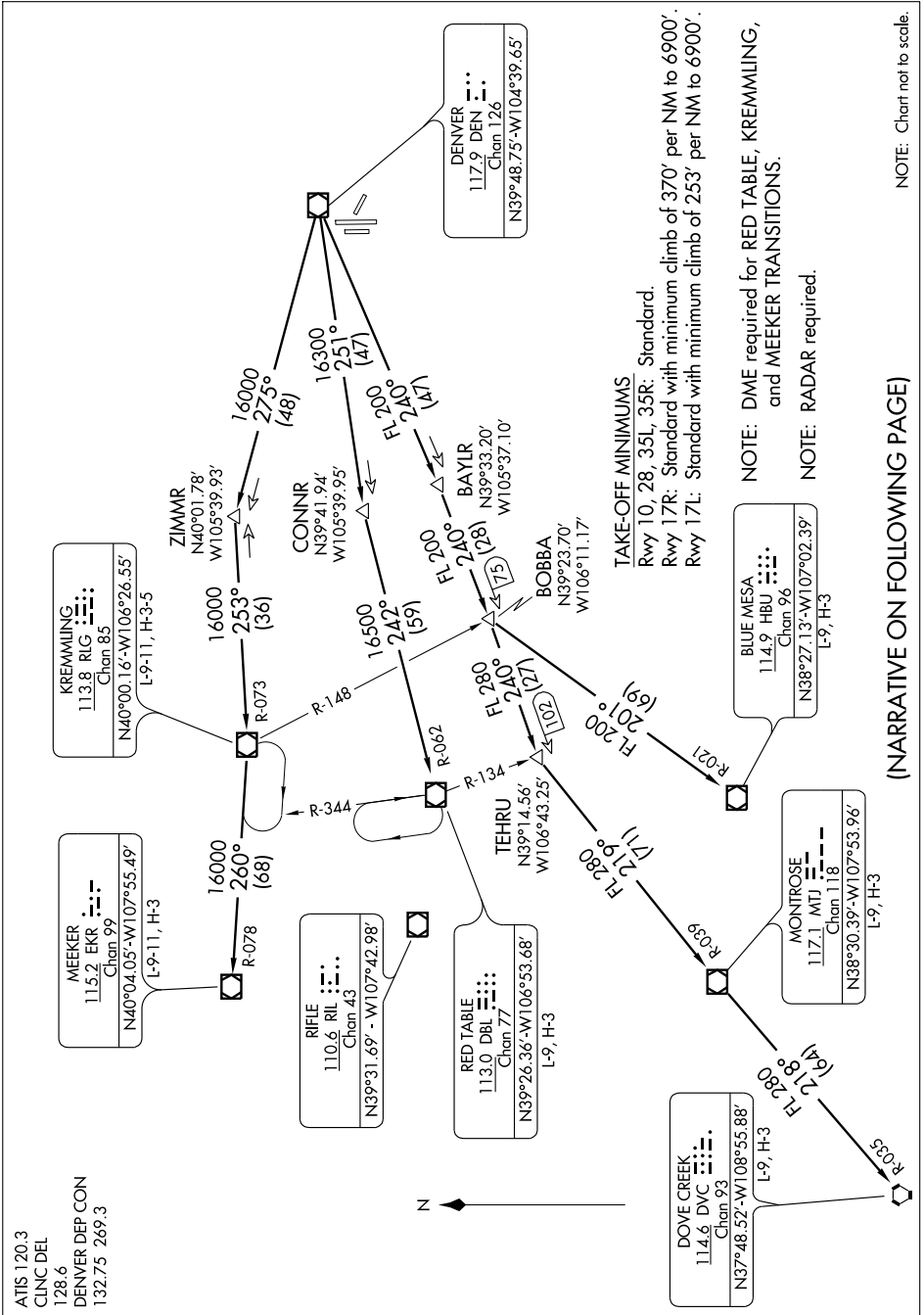
MISSED APPROACH:  
Climb to 8100 direct  
HAKBE and via 077°  
track to IYOGA and via  
167° track to DOCKY  
and hold.

ATIS <b>120.3</b>	DENVER APP CON <b>132.75 269.3</b>	CENTENNIAL TOWER <b>118.9</b>	GND CON <b>121.8</b>	CLNC DEL <b>128.6</b>
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8100	HAKEB	077° track	IYOGA	167° track	DOCKY	FIRPI
*LNAV only						9000
RW35R 2.4 NM to RW35R						Procedure Turn NA
LECEP 3.4 NM to RW35R						GS 3.00° TCH 53
JIDOG 8000						
VGSI and RNAV glidepath not coincident.						
2.4 NM 1 NM 3 NM 6.3 NM						
CATEGORY	A	B	C	D		
LPV DA	6140-¾		255 (300-¾)			
LNAV/VNAV DA	6925-4		1040 (1100-4)			
LNAV MDA	6700-¾	815 (900-¾)	6700-2	815 (900-2)	6700-2¼	815 (900-2¼)
CIRCLING	6700-1	6700-1¼	6700-2½	815 (900-2½)	6700-2¾	815 (900-2¾)





NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

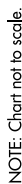
## TAKE-OFF OBSTACLE NOTES

- RWY 10: Terrain beginning 238' from DER, 30' right of centerline, up to 5859' MSL.  
 Fences beginning 1211' from DER, 233' right of centerline, up to 8' AGL/5841' MSL.  
 Multiple bushes beginning 1378' from DER, 284' right of centerline, up to 6' AGL/5840' MSL.  
 Multiple roads with vehicles beginning 198' from DER, 404' left of centerline, up to 15' AGL/5835' MSL.  
 Terrain 1357' from DER, 253' left of centerline, 5829' MSL.
- RWY 28: Terrain beginning 89' from DER, from 513' left to 137' right of centerline, up to 5849' MSL.  
 Windsock 100' from DER, 183' left of centerline, 15' AGL/5832' MSL.  
 Multiple trees beginning 1640' from DER, 731' left of centerline, up to 100' AGL/5959' MSL.
- RWY 35L: Terrain beginning 54' from DER, 110' right of centerline, up to 5829' MSL.
- RWY 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.  
 Fence 538' from DER, 196' right of centerline, 8' AGL/5889' MSL.  
 Multiple trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.  
 Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.  
 Vehicles on roads beginning 2812' from DER, on centerline, up to 17' AGL/5946' MSL.  
 Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.
- RWY 17L: Multiple trees beginning 2968' from DER, 761' right of centerline, 100' AGL/5976' MSL.

## ST-9077 (FAA)

SW-1. 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: Adjacent STAR is LANDR ARRIVAL.

(NARRATIVE ON FOLLOWING PAGE)

SW-1. 23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

DENVER, COLORADO

## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: Chart not to scale.



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

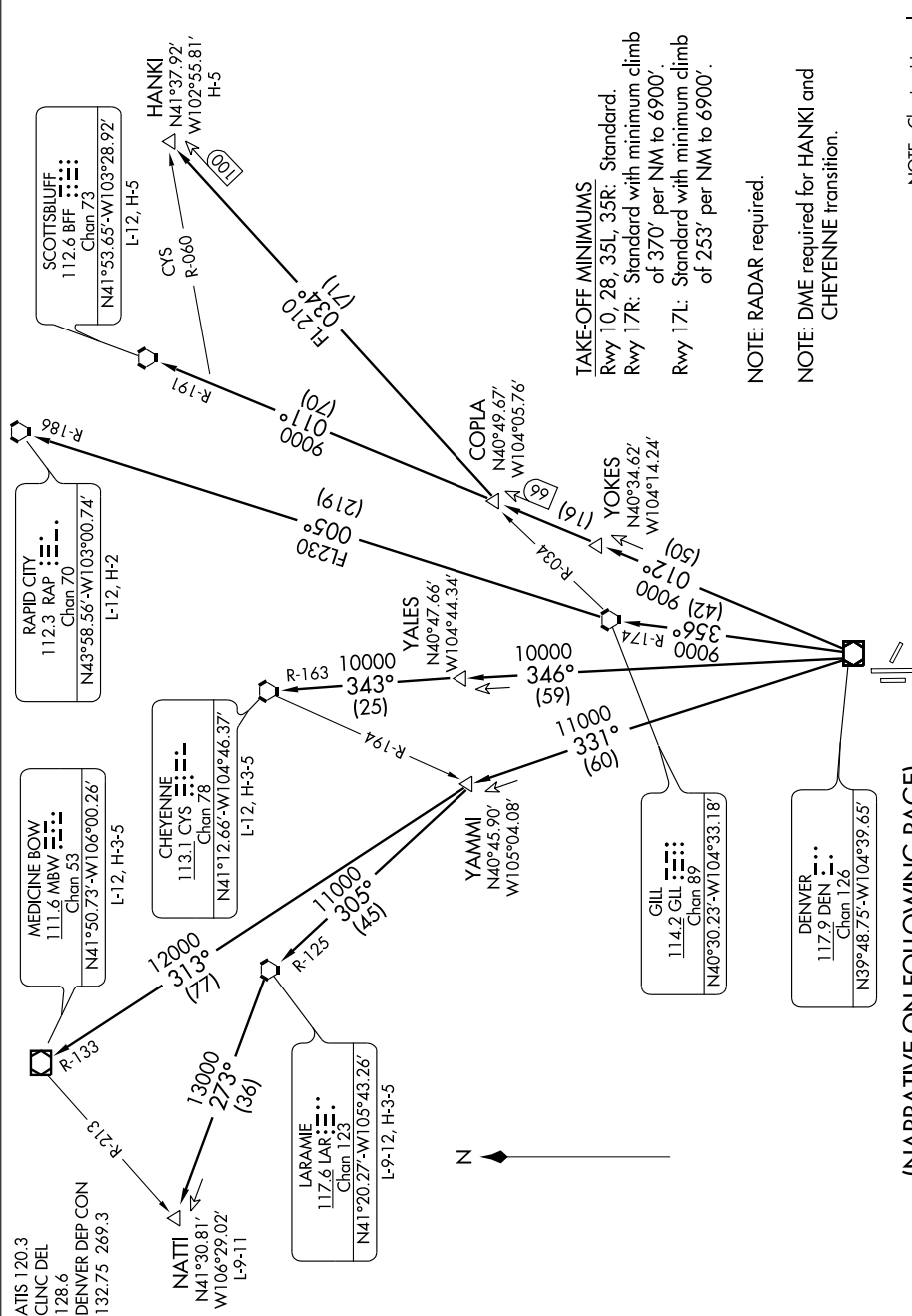
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

# YELLOWSTONE SIX DEPARTURE

DENVER/CENTENNIAL (APA)  
DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

# YELLOWSTONE SIX DEPARTURE

## YELLOWSTONE SIX DEPARTURE

DENVER/CENTENNIAL (A.P.A.)  
DENVER, COLORADO

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLOW6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLOW6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLOW6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLOW6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLOW6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLOW6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLOW6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

## TAKE-OFF OBSTACLE NOTES

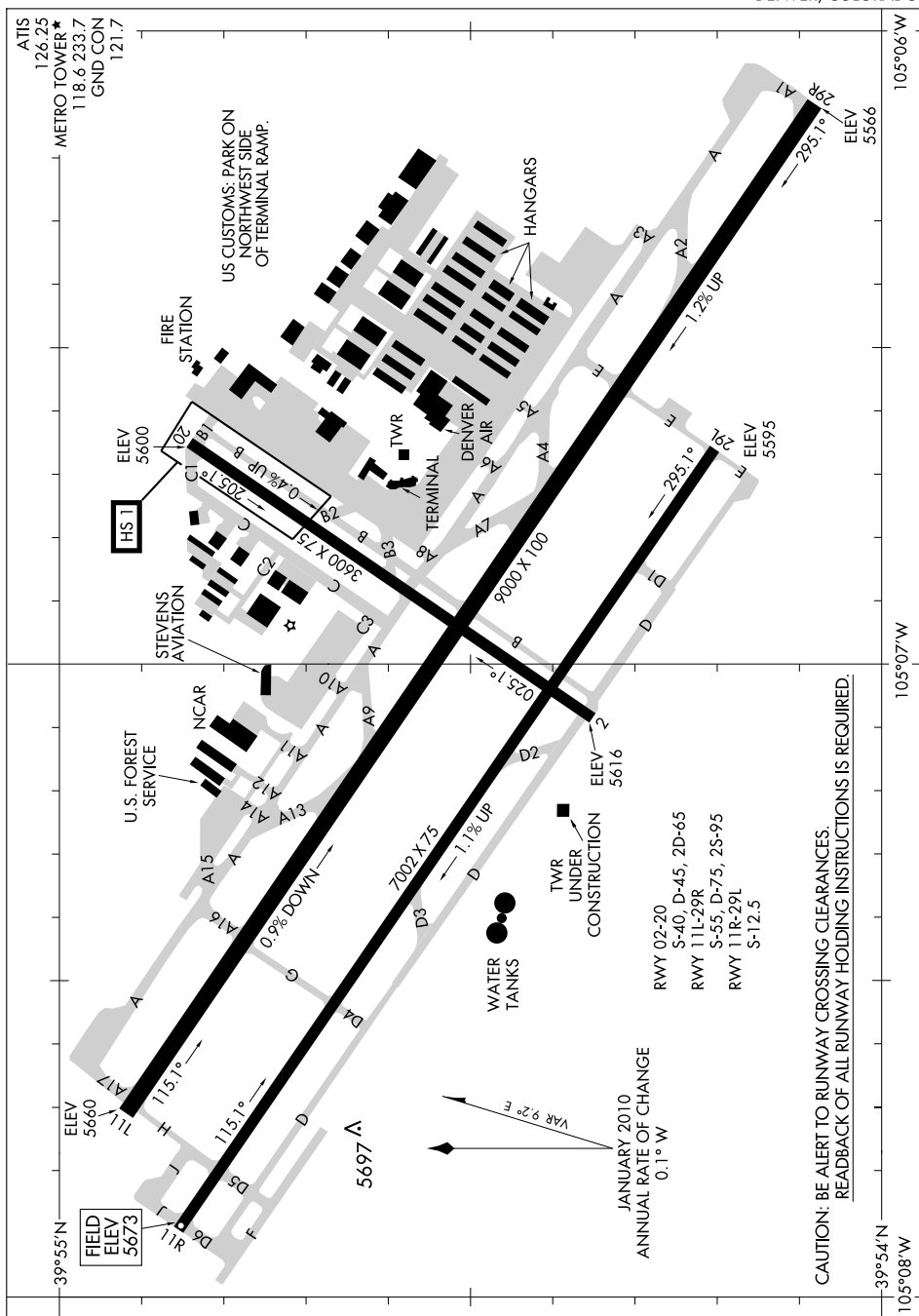
- RWY 10: Terrain beginning 238' from DER, 30' right of centerline, up to 5859' MSL.  
Fences beginning 1211' from DER, 233' right of centerline, up to 8' AGL/5841' MSL.  
Multiple bushes beginning 1378' from DER, 284' right of centerline, up to 6' AGL/5840' MSL.  
Multiple roads with vehicles beginning 198' from DER, 404' left of centerline, up to 15' AGL/5835' MSL.  
Terrain 1357' from DER, 253' left of centerline, 5829' MSL.
- RWY 28: Terrain beginning 89' from DER, from 513' left to 137' right of centerline, up to 5849' MSL.  
Windsock 100' from DER, 183' left of centerline, 15' AGL/5832' MSL.  
Multiple trees beginning 1640' from DER, 731' left of centerline, up to 100' AGL/5959' MSL.
- RWY 35L: Terrain beginning 54' from DER, 110' right of centerline, up to 5829' MSL.
- RWY 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.  
Fence 538' from DER, 196' right of centerline, 8' AGL/5889' MSL.  
Multiple trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.  
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.  
Vehicles on roads beginning 2812' from DER, on centerline, up to 17' AGL/5946' MSL.  
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.
- RWY 17L: Multiple trees beginning 2968' from DER, 761' right of centerline, 100' AGL/5976' MSL.

# AIRPORT DIAGRAM

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)  
AL-5612 (FAA)

DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



SW-1, 23 SEP 2010 to 21 OCT 2010

# AIRPORT DIAGRAM

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)  
DENVER, COLORADO

**ROCKY MOUNTAIN METROPOLITAN** (BJC) 9 NW UTC-7(-6DT) N39°54.53' W105°07.03'

DENVER

5673 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks

H-3F, 5A, L-10F, A

NOTAM FILE BJC

IAP, AD

Rwy 11L-29L: H7002X75 (ASPH) S-55, D-75,

2S-95 MIRL

Rwy 11L: REIL. PAPI(P4L)—GA 3.0° TCH 40'. 0.9% down.

Rwy 29R: MALSR. PAPI(P4L)—GA 3.0° TCH 52'. Rgt tfc. 1.2% up.

Rwy 11R-29R: H7002X75 (ASPH) S-12.5 MIRL 1.1% up NW

Rwy 11R: REIL. PAPI(P2L)—GA 3.0° TCH 41'. Rgt tfc.

Rwy 29L: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

Rwy 02-20: H3600X75 (ASPH) S-40, D-45, 2D-65 MIRL

0.4% up S

Rwy 02: PAPI(P2L)—GA 3.0° TCH 30'.

Rwy 20: PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Birds and other wildlife on and in/ovf rwy. Watch for wildlife on or near rwy. Be alert, intensive USAF student training in/ovf Colorado Springs and Pueblo Colorado. Helicopters arr/dep from rwy and twys. Pilots are requested to avoid flight over Standley Lake blo 8000' MSL. Jeffco VOR 150° 3.0 DME due to nesting eagles. Class II ARFF Index A, 24 hr PPR for unscheduled air carrier ops with more than 30 passengers seats call 720-352-0395. ARFF Index B also avbl PPR ctc arpt manager 303-435-6618. Voluntary noise abatement procedure in effect ctc arpt manager 303-271-4850. U.S. Customs user fee arpt. Right traffic not indicated on segmented circle for Rwy 11R, 29R and 20. Twy C, Twy D, Twy G, Twy H and Twy J marked with reflectors. Approved run-up areas at A1, A17. A17 run-up not visible from twr. North terminal ramp slope exceeds FAA recommended stds. Unlgt'd windcone on apch Rwy 11L. Air carrier opr use lgt'd windcone on Rwy 11R for apch. When twr closed ACTIVATE MIRL Rwy 02-20, Rwy 11R-29L and Rwy 11L-29R, MALSR Rwy 29R, PAPI Rwy 02, Rwy 20, Rwy 11L, Rwy 11R, Rwy 29L, and Rwy 29R and REIL Rwy 11L, Rwy 11R and Rwy 29L—CTAF. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Extensive Helicopter Flight Training. USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 (720) 887-8067.

**COMMUNICATIONS:** CTAF 118.6 ATIS 126.25 (303) 466-8744

DENVER APP/DEP CON 126.1

METRO TOWER 118.6 (1300-0500Z) GND CON 121.7

**AIRSPACE:** CLASS D svc 1300-0500Z other times CLASS G.

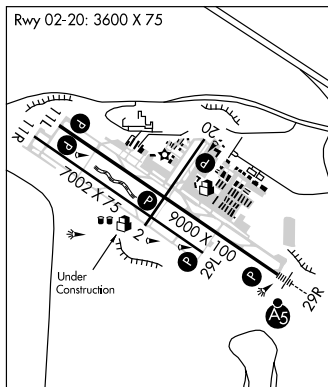
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BJC.

JEFFCO (H) VORW/DME 115.4 BJC Chan 101 N39°54.78' W105°08.34'

093° 1 NM to fld. 5728/11E.

ILS 111.7 I-BJC Rwy 29R. Unmonitored when twr closed.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.



**DENVER** N39°34.21' W104°50.96'

DENVER

RCO 122.35 122.2 122.0 (DENVER RADIO)

H-3E, 5A, L-10F, A

**DOVE CREEK** (8V6) 1 E UTC-7(-6DT) N37°45.89' W108°53.32'

DENVER

6975 TPA—7700(725) NOTAM FILE DEN

Rwy 01-19: 4200X50 (DIRT)

Rwy 01: Fence. Rwy 19: Road.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED when snow covered. Rwy 01-19 has -3' ditch along both sides rwy.

Rwy 01-19 soft when wet. Unlimited vehicle use on arpt. Rwy 19 +12' ground 258' right of centerline parallel to extended centerline first 500'.

**COMMUNICATIONS:** CTAF 122.9

**DOVE CREEK** N37°48.53' W108°55.88' NOTAM FILE DEN.

DENVER

(H) VORTACW 114.6 DVC Chan 93 277° 21.2 NM to Monticello, UT. 6990/14E.

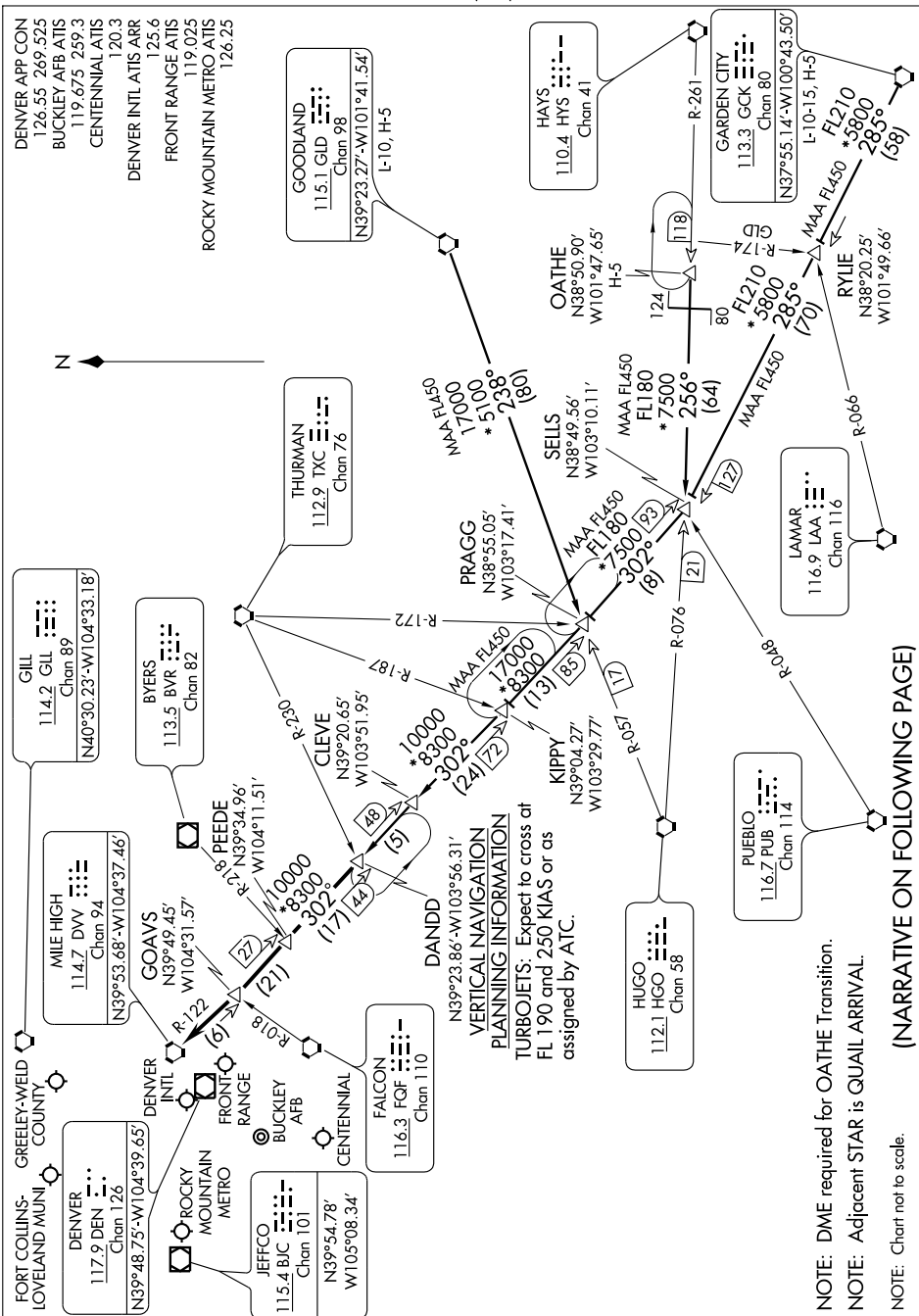
H-3D, L-9D

RCO 122.5 (DENVER RADIO)

## DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

## DANDD FIVE ARRIVAL

DENVER, COLORADO

## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

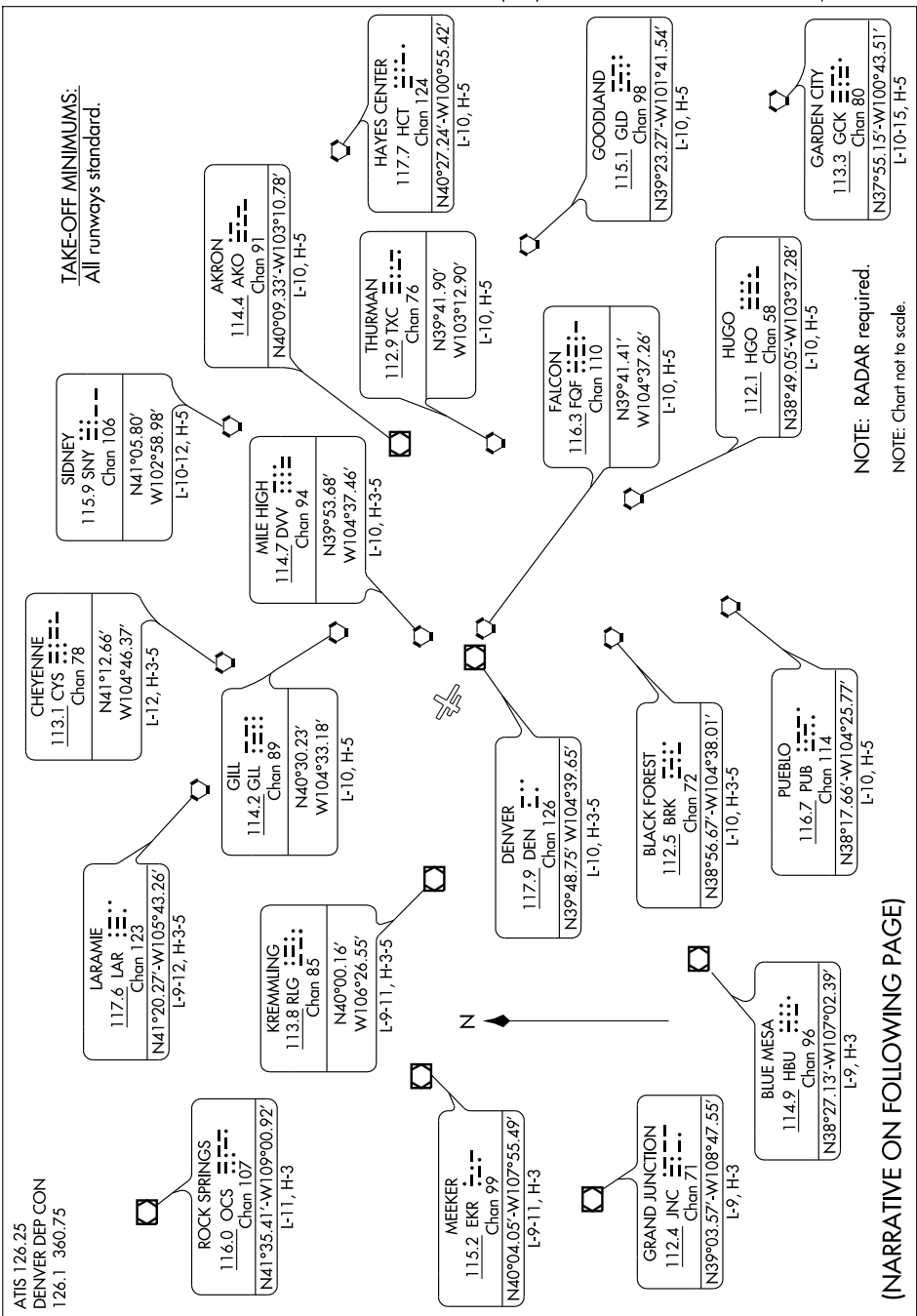
....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

# DENVER FIVE DEPARTURE

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)  
SL-5612 (FAA) DENVER, COLORADO



# DENVER FIVE DEPARTURE

DENVER, COLORADO  
DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

(NARRATIVE ON FOLLOWING PAGE)



## DENVER FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS  
**292°**

Rwy Idg  
TDZE  
**5628**

Apt Elev  
**5673**

## GPS RWY 29L

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

**V** When control tower closed, use Denver Intl altimeter setting.  
**NA** DME/DME RNP-0.3 NA

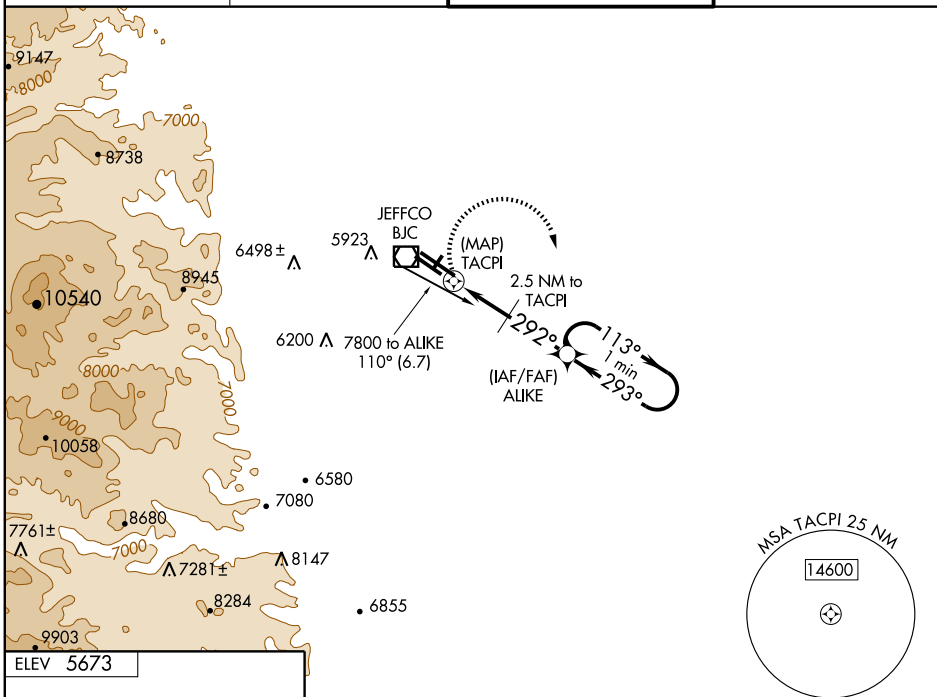
MISSED APPROACH: Climbing right turn to 7000 direct  
AUIKE WP and hold.

ATIS  
**126.25**

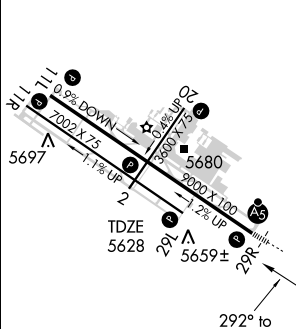
DENVER APP CON  
**126.1 360.75**

METRO TOWER★  
**118.6 (CTAF) 233.7**

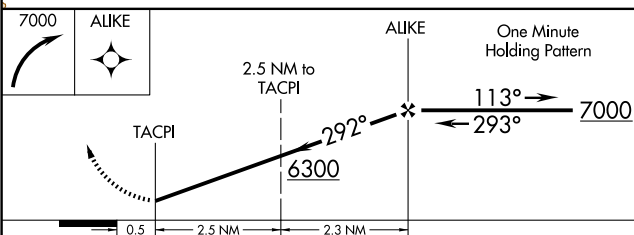
GND CON  
**121.7**



ELEV 5673



REIL Rwys 11L, 11R and 29L  
MIRL Rwys 2-20, 11R-29L  
and 11L-29R



CATEGORY	A	B	C	D
S-29L	6040-1	412 (400-1)	6040-1¼	412 (400-1¼)
CIRCLING	6180-1	507 (600-1)	6240-1½ 567 (600-1½)	6240-2 567 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-29L	6120-1	492 (500-1)	6120-1¼ 492 (500-1¼)	6120-1½ 492 (500-1½)
CIRCLING	6260-1	587 (600-1)	6320-1¾ 647 (700-1¾)	6320-2 647 (700-2)

APP CRS  
**293°**

Rwy Idg  
TDZE  
**5599**

Apt Elev  
**5673**

## GPS RWY 29R

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

**NA** When control tower closed, use Denver Intl altimeter setting.  
For inoperative MALS, increase S-29R Cat. D visibility to 1¼ mile.  
Inoperative table does not apply to S-29R Cat. D.  
DME/DME RNP -0.3 NA.

MALS



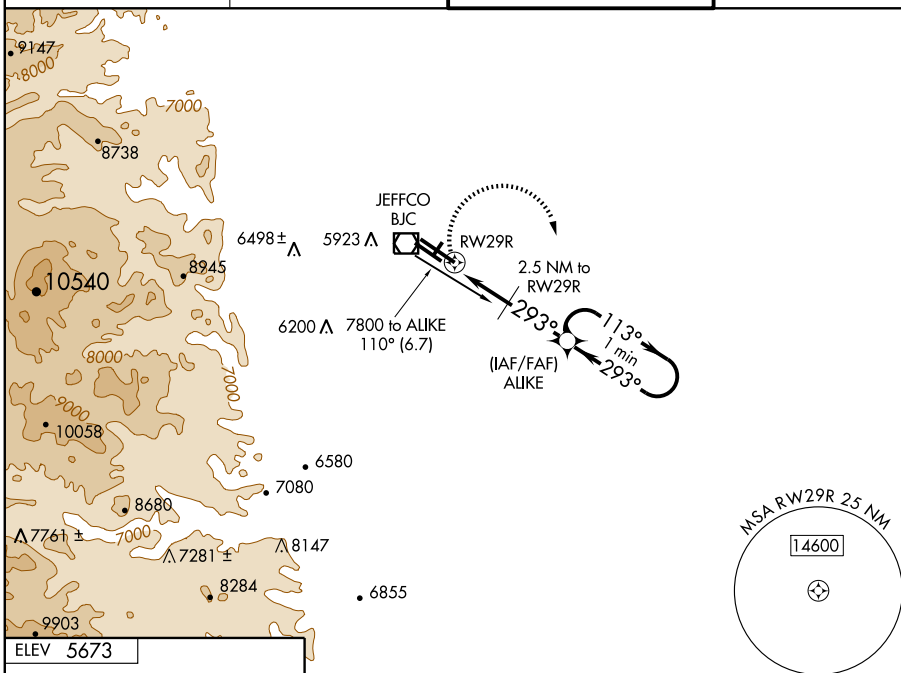
MISSED APPROACH: Climbing right turn  
to 7000 direct ALIKE WP and hold.

ATIS  
**126.25**

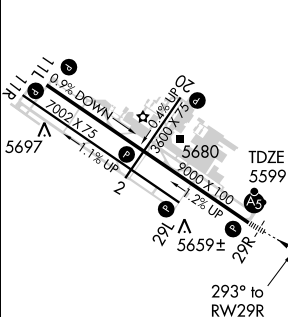
DENVER APP CON  
**126.1 360.75**

METRO TOWER\*  
**118.6 (CTAF) 233.7**

GND CON  
**121.7**



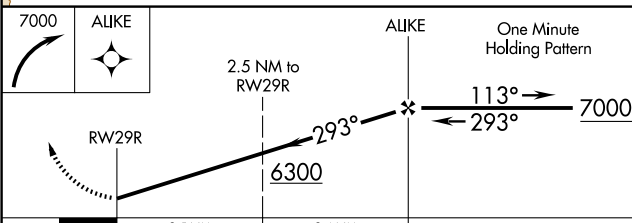
ELEV 5673



REIL Rwy 11L, 11R and 29L  
MIRL Rwy 2-20, 11R-29L  
and 11L-29R

DENVER, COLORADO

Orig-B 09351



CATEGORY	A	B	C	D
S-29R	6000-½ 401 (400-½)		6000-¾ 401 (400-¾)	6000-1 401 (400-1)
CIRCLING	6180-1 507 (600-1)		6240-1½ 567 (600-1½)	6240-2 567 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-29R	6100-½ 501 (500-½)		6100-1 501 (500-1)	
CIRCLING	6260-1 587 (600-1)		6320-1¾ 647 (700-1¾)	6320-2 647 (700-2)

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

39°55'N - 105°07'W

GPS RWY 29R

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ASPEN, CO		
ASPEN-PITKIN COUNTY /		
SARDY FIELD (ASE)		
	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A and west edge of ramp.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
DENVER, CO		
CENTENNIAL (APA)		
	HS 1	Int Twy A1. Hold line across run-up area.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER, CO		
ROCKY MOUNTAIN		
METROPOLITAN (BJC)		
	HS 1	Frequent helicopter operations.
EAGLE, CO		
EAGLE COUNTY RGNL (EGE)		
	HS 1	High density parking area.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-BJC <b>111.7</b>	APP CRS <b>293°</b>	Rwy 29R Idg TDZE Apt Elev	<b>9000</b> <b>5595</b> <b>5670</b>	Rwy 29L Idg TDZE Apt Elev	<b>7002</b> <b>5625</b> <b>5670</b>
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DENVER/  
ROCKY MOUNTAIN METROPOLITAN (BJC)



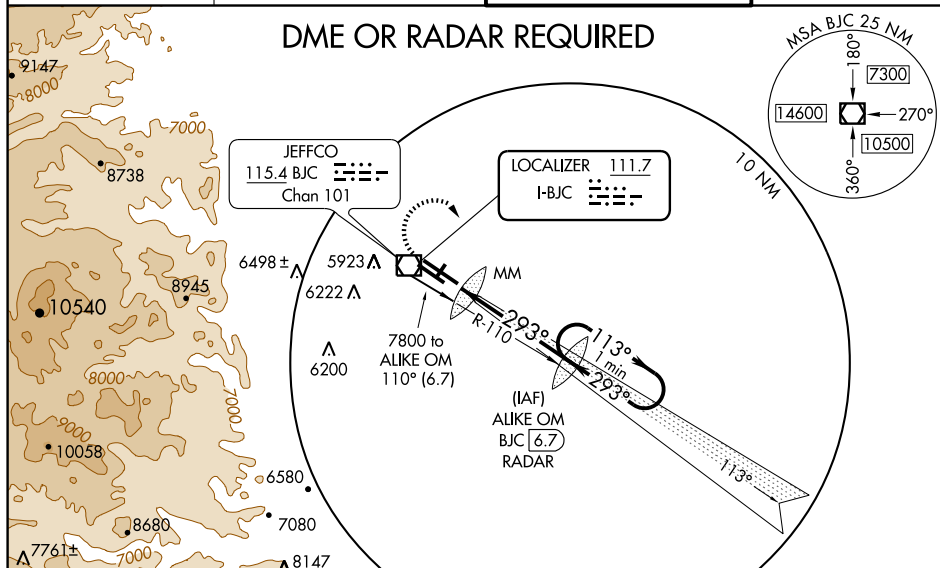
When control tower closed use Denver Intl altimeter setting.  
For inoperative MALS, increase S-LOC 29R Cat. D visibility  
¼ mile; and increase Denver Intl altimeter setting S-ILS 29R  
Cats. A, B, C, D visibility ½ mile.



MISSED APPROACH: Climb to 6300 then climbing  
right turn to 7200 via BJC VOR/DME R-110 to  
Alike OM/BJC 6.7 DME/RADAR and hold.

ATIS <b>126.25</b>	DENVER APP CON <b>126.1 360.75</b>	METRO TOWER ★ <b>118.6 (CTAF) 0 233.7</b>	GND CON <b>121.7</b>
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## DME OR RADAR REQUIRED

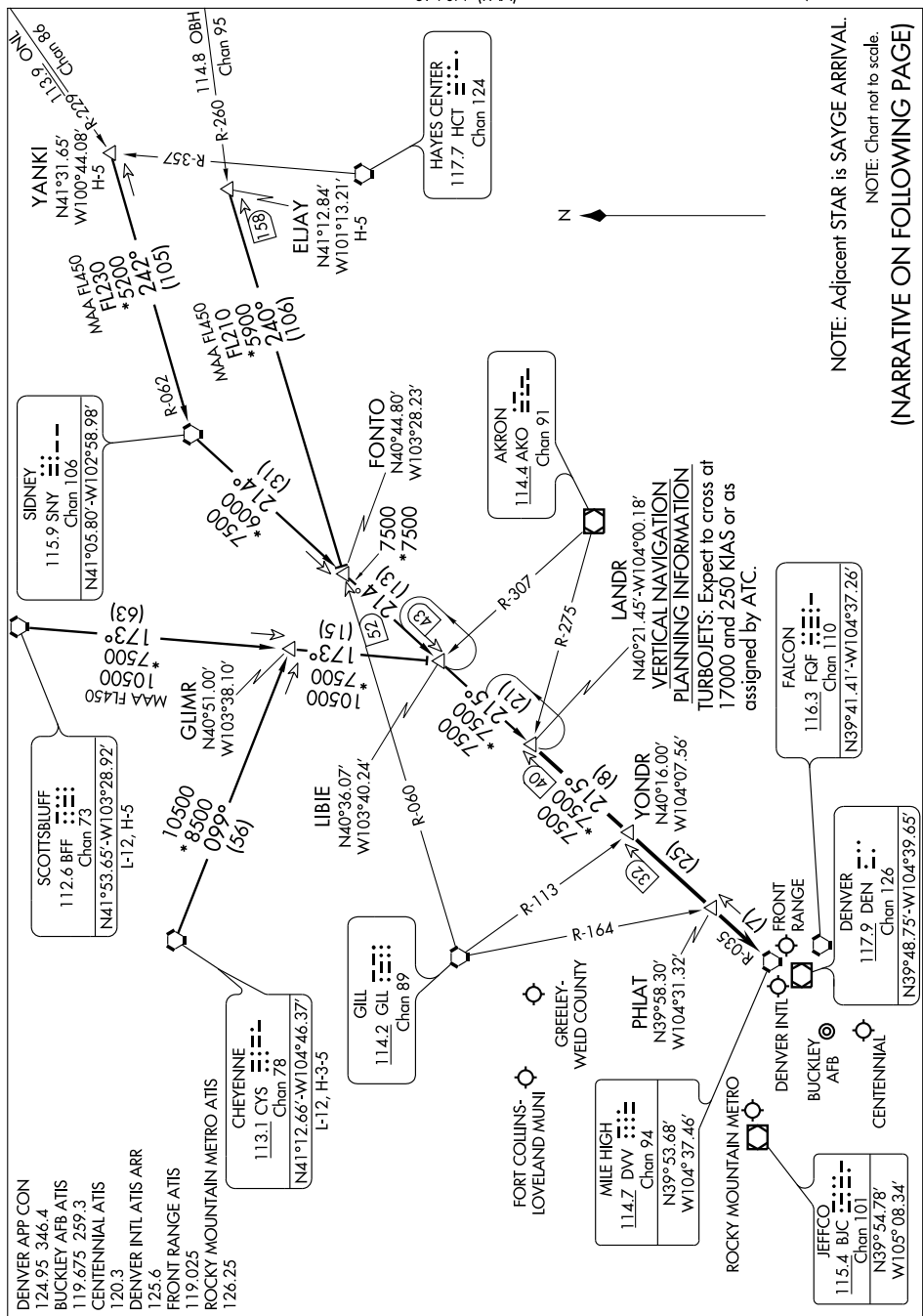


ELEV 5670	6300	7200	ALIKE BJC R-110	ALIKE BJC 6.7	One Minute Holding Pattern
				7194	113° → ← 293° 7200
					GS 3.00° TCH 52
					0.6 4.3 NM
	CATEGORY	A	B	C	D
	S-ILS 29R	5795-½ 200 (200-½)			
	S-LOC 29R	5900-½ 305 (300-½)			
	SIDESTEP 29L	5920-1 295 (300-1)	5920-1½ 295 (300-1½)	5920-2 295 (300-2)	5900-¾ 305 (300-¾)
	CIRCLING	6180-1 510 (600-1)	6240-1½ 570 (600-1½)	6240-2 570 (600-2)	
	DENVER INTL ALTIMETER SETTING MINIMUMS				
	S-ILS 29R	5877-½ 282 (300-½)			
	S-LOC 29R	5980-½ 385 (400-½)			
	SIDESTEP 29L	6000-1 375 (400-1)	6000-1½ 375 (400-1½)	6000-2 375 (400-2)	5980-¾ 385 (400-¾)
	CIRCLING	6260-1 590 (600-1)	6320-1¾ 650 (700-1¾)	6320-2 650 (700-2)	

## LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is SAYGE ARRIVAL.  
NOTE: Chart not to scale.  
(NARRATIVE ON FOLLOWING PAGE)

SW-1. 23 SEP 2010 to 21 OCT 2010

## LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER, COLORADO

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

DENVER APP CON  
120.35 379.3  
BUCKLEY AFB ATIS  
119.675 259.3  
CENTENNIAL ATIS  
120.3  
DENVER INTL ATIS ARR  
125.6  
FRONT RANGE ATIS  
119.025  
ROCKY MOUNTAIN METRO ATIS  
126.25

GILL  
114.2 GLL :==:  
Chan 89  
N40°30.23'-W104°3

FORT COLLINS-  
LOVELAND MUNI 

GREELEY-  
WELD COUNTY

DENVER  
117.9 DEN  $\overline{\cdot\cdot}$   
Chan 126  
N39°48.75'-W104°

MOUNTAIN  
METRO

DENVER

FRONT  
RANGE


115.4 BJC   
Chan 101

HUUGE  
N39°34.72'  
W104°47.91'

PAYDD  
N39°24.10'  
W105°04.73

FALCON  
6.3 FQF  $\ddot{\equiv} \equiv \vdots -$   
Chan 110  
N39°41.41'  
W104°37.26'

LARKS  
N39°15.44'-W105°18.31'  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
TURBOJETS: Expect to cross  
17000 and 250 KIAS or as  
assigned by ATC.

RED TABLE  
113.0 DBL   
Chan 77

BLUE MESA  
114.9 HBU ÷  
Chan 96


BLACK FOREST  
112.5 BRK   
Chan 72

BLUE MESA  
114.9 HBU ÷  
Chan 96

MAA FL450  
FL200  
\*15400  
— 262° —  
(74)

PUEBLO  
6.7 PUB :  
Chan 114  
7.66'-W104°25'  
L-10. H-5

RATTLESNAKE  
115.3 RSK   
Chan 100  
N36°44.90'-W108°05.93'

ALAMOSA  
113.9 ALS   
Chan 86  
7°20.95'-W 105°48.93'  
L-8-9, H-4-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## LARKS SIX ARRIVAL

(LARKS.LARKS6) 09351

DENVER, COLORADO

SW-1. 23 SEP 2010 to 21 OCT 2010



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

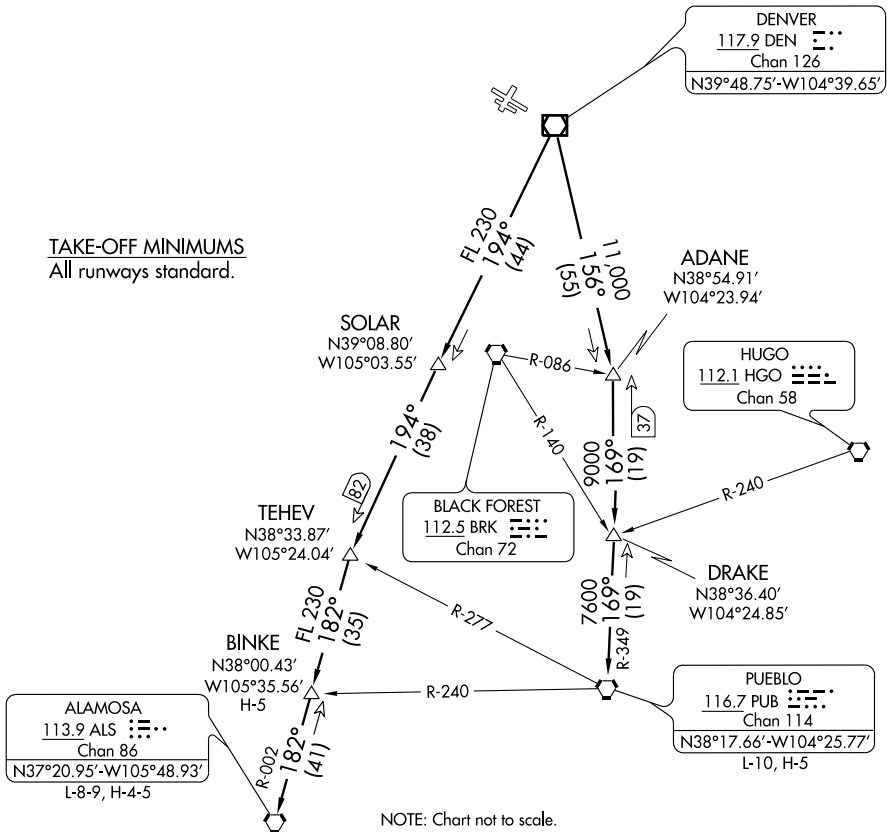
RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

ATIS 126.25  
DENVER DEP CON  
126.1 360.75



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.





## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

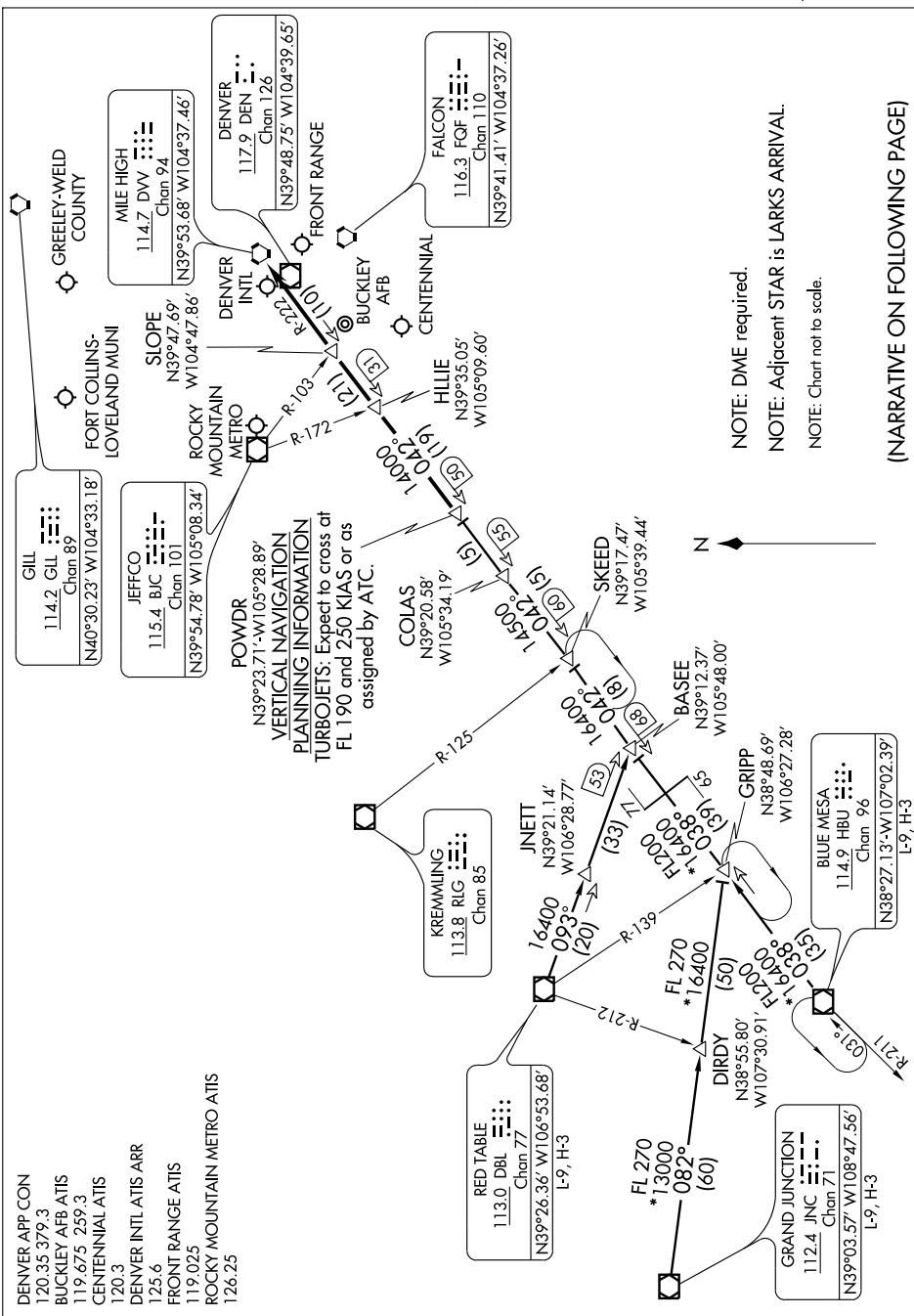
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

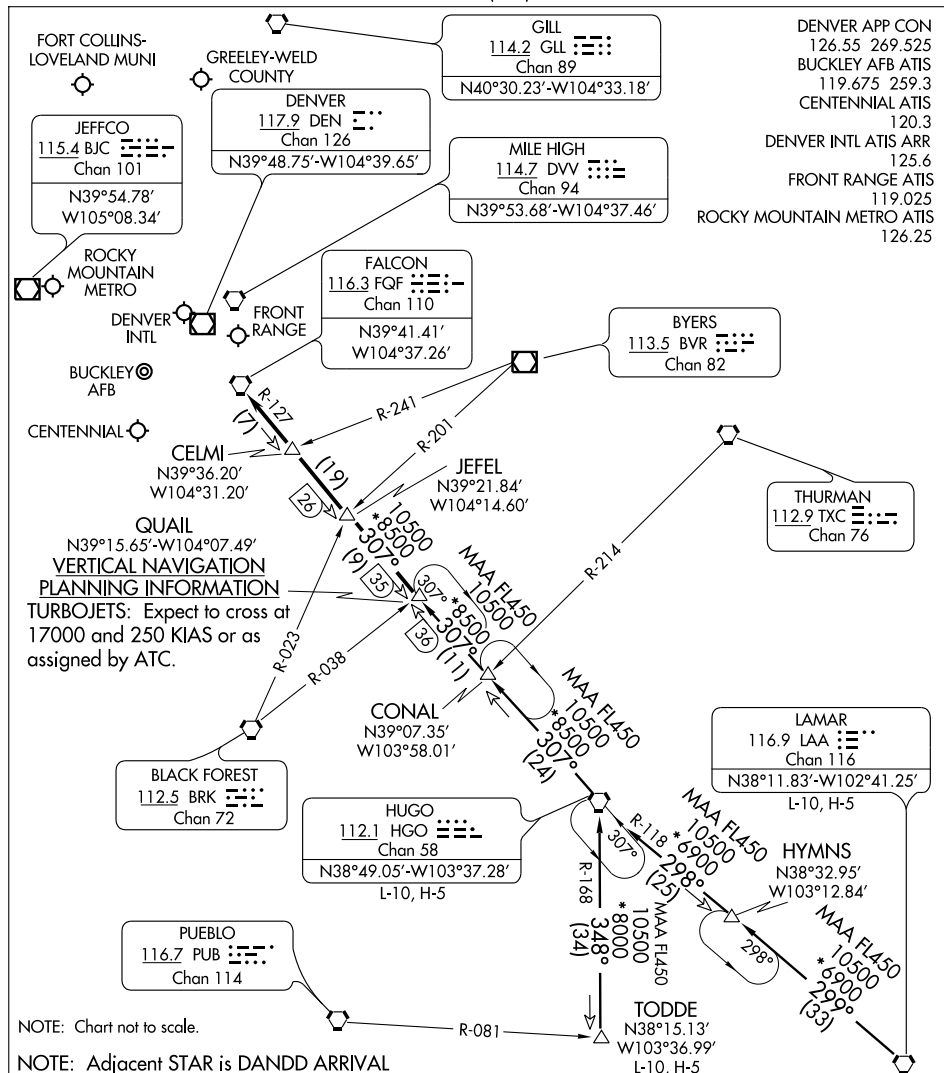
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC.

Expect radar vectors to the final approach course at or before FQF VORTAC.

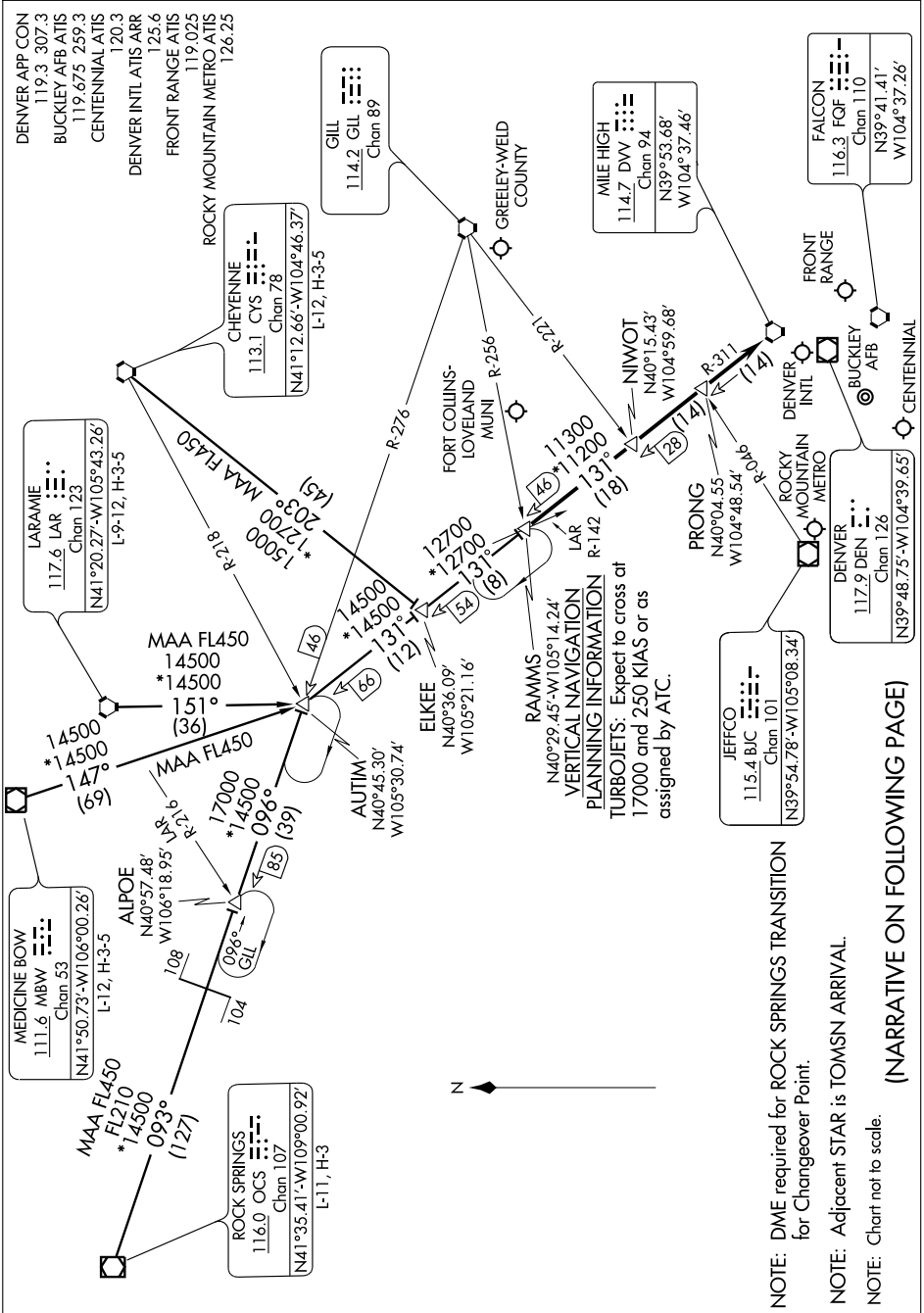
## QUAIL SIX ARRIVAL

DENVER, COLORADO

## RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO





## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

# ROCKIES SEVEN DEPARTURE

SW-1, 23 SEP 2010 to 21 OCT 2010

ATIS 126.25  
DENVER DEP CON  
126.1 360.75

## TAKE-OFF OBSTACLE NOTES

RWY 29L: Terrain beginning 45' from DER, 292' left of centerline, up to 5839' MSL.  
Fence 1015' from DER, 392' left of centerline, 15' AGL/5725' MSL.  
Fence 982' from DER, 303' left of centerline, 14' AGL/5714' MSL.  
Multiple trees beginning 687' from DER, 615' right of centerline, up to 70' AGL/5839' MSL.  
Tree 3196' from DER, 1337' left of centerline, 70' AGL/5839' MSL.  
RWY 2: Pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL.

KREMLING  
113.8 RL  
Chan 85  
N40°00.16'-W106°26.55'  
L-9, H-3

MEEKER  
115.2 EKR  
Chan 99  
N40°04.05'-W107°55.49'  
L-9, H-3

RIFLE  
110.6 RL  
Chan 43  
N39°31.69'-W107°42.98'  
L-9, H-3

RED TABLE  
113.0 DBL  
Chan 77  
N39°26.36'-W106°53.68'  
L-9, H-3

DOVE CREEK  
114.6 DVC  
Chan 93  
N37°48.52'-W108°55.88'  
L-9, H-3

MONTEROSE  
117.1 MTJ  
Chan 118  
N38°30.39'-W107°53.96'  
L-9, H-3

BLUE MESA  
114.9 HBU  
Chan 96  
N38°27.13'-W107°02.39'  
L-9, H-3

DENVER  
117.9 DEN  
Chan 126  
N39°48.75'-W104°39.65'

KREMLING  
113.8 RL  
Chan 85  
N40°00.16'-W106°26.55'  
L-9, H-3

MEEKER  
115.2 EKR  
Chan 99  
N40°04.05'-W107°55.49'  
L-9, H-3

RIFLE  
110.6 RL  
Chan 43  
N39°31.69'-W107°42.98'  
L-9, H-3

RED TABLE  
113.0 DBL  
Chan 77  
N39°26.36'-W106°53.68'  
L-9, H-3

DOVE CREEK  
114.6 DVC  
Chan 93  
N37°48.52'-W108°55.88'  
L-9, H-3

MONTEROSE  
117.1 MTJ  
Chan 118  
N38°30.39'-W107°53.96'  
L-9, H-3

BLUE MESA  
114.9 HBU  
Chan 96  
N38°27.13'-W107°02.39'  
L-9, H-3

DENVER  
117.9 DEN  
Chan 126  
N39°48.75'-W104°39.65'

TAKE-OFF MINIMUMS  
Rwys 2, 11R, 11L, 20, 29R: Standard.  
Rwy 29L: 200-1 or standard with minimum  
climb of 402' per NM to 5900.

NOTE: DME required for RED TABLE, KREMLING,  
and MEEKER TRANSITIONS.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

# ROCKIES SEVEN DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

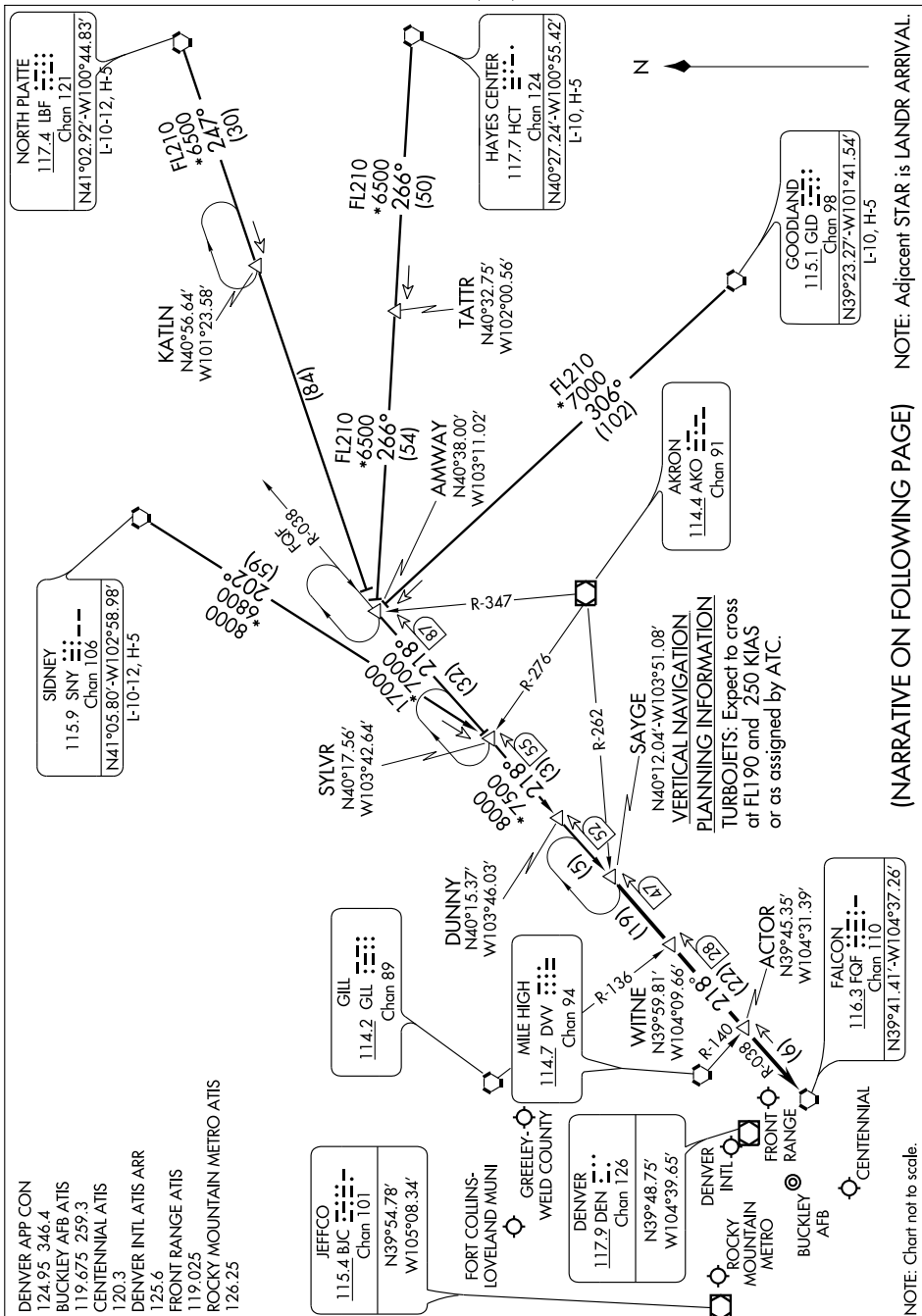
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## ST-9077 (FAA)

SW-1. 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: Chart not to scale.

NOTE: Adjacent STAR is LANDR ARRIVAL.

(NARRATIVE ON FOLLOWING PAGE)

DENVER, COLORADO

(SAYGE.SAYGE6) 10042

## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

DENVER, COLORADO

AL-5612 (FAA)

VOR/DME BJC  
**115.4**  
Chan **101**

APP CRS  
**284°**

Rwy 29L Idg **7002**  
TDZE **5625**  
Apt Elev **5670**

Rwy 29R Idg **9000**  
TDZE **5595**  
Apt Elev **5670**

DENVER/  
ROCKY MOUNTAIN METROPOLITAN (BJC)

When control tower closed, use Denver Intl altimeter setting. For inoperative MALSRR, increase Denver Intl altimeter setting S-29R Cat. D visibility to 1½ mile. Inoperative table does not apply to local altimeter setting S-29R Cat. D.

MALSRR 29R  
AG

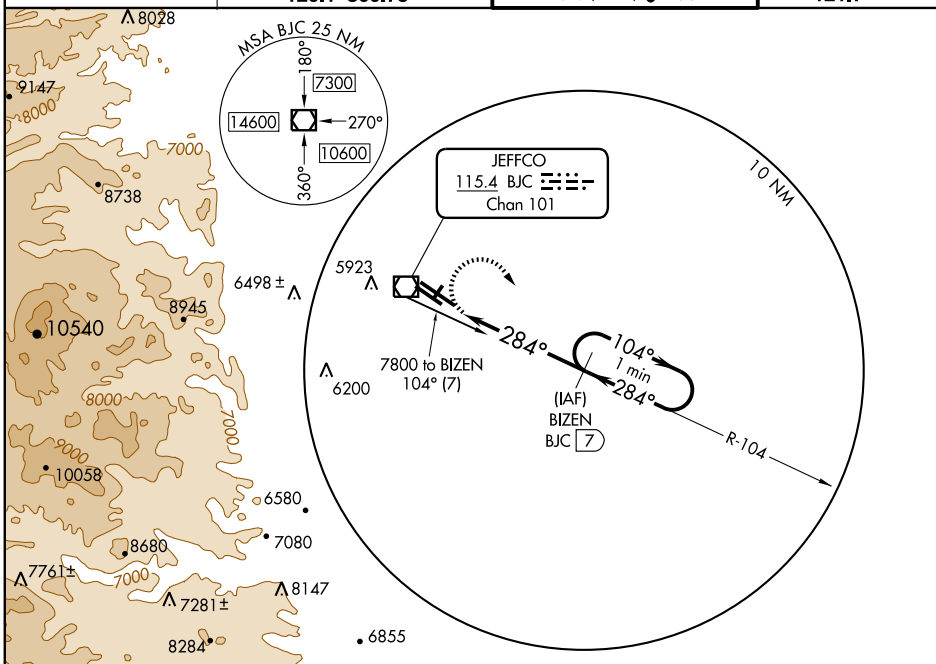
MISSED APPROACH: Climbing right turn to 7000 via BJC R-104 to BIZEN/7 DME and hold.

ATIS  
**126.25**

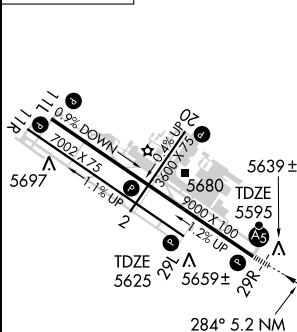
DENVER APP CON  
**126.1 360.75**

METRO TOWER ★  
**118.6 (CTAF) 233.7**

GND CON  
**121.7**



ELEV 5670



REIL Rwy 11L, 11R and 29L  
MIRL Rwy 2-20, 11R-29L and 11L-29R

DENVER, COLORADO

Orig-B 09351

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

39°55'N - 105°07'W

VOR/DME RWY 29L/R

SW-1, 23 SEP 2010 to 21 OCT 2010

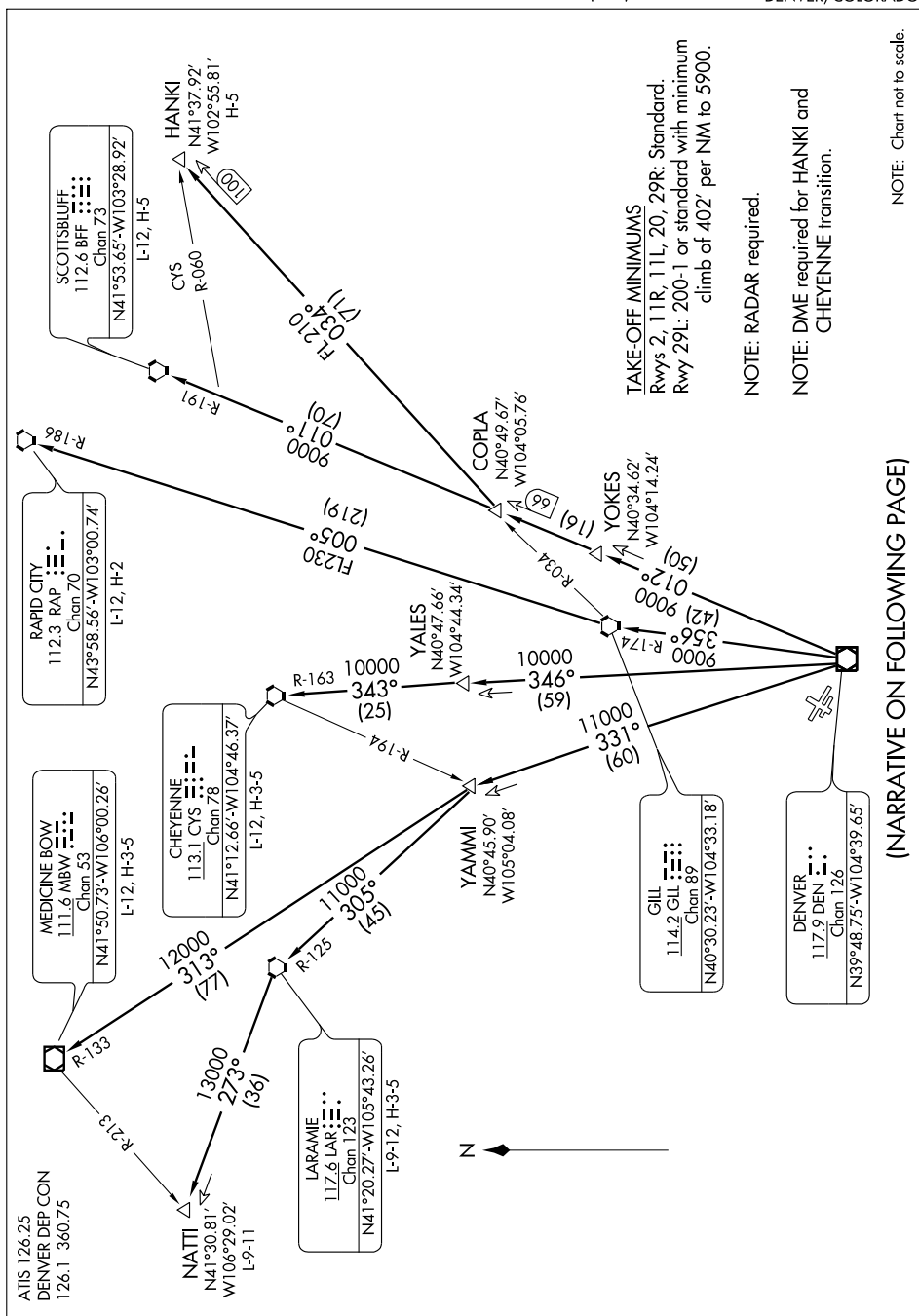


# YELLOWSTONE SIX DEPARTURE

SL-5612 (FAA)

DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

# YELLOWSTONE SIX DEPARTURE

## YELLOWSTONE SIX DEPARTURE

SL-5612 (FAA)

DENVER, COLORADO



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

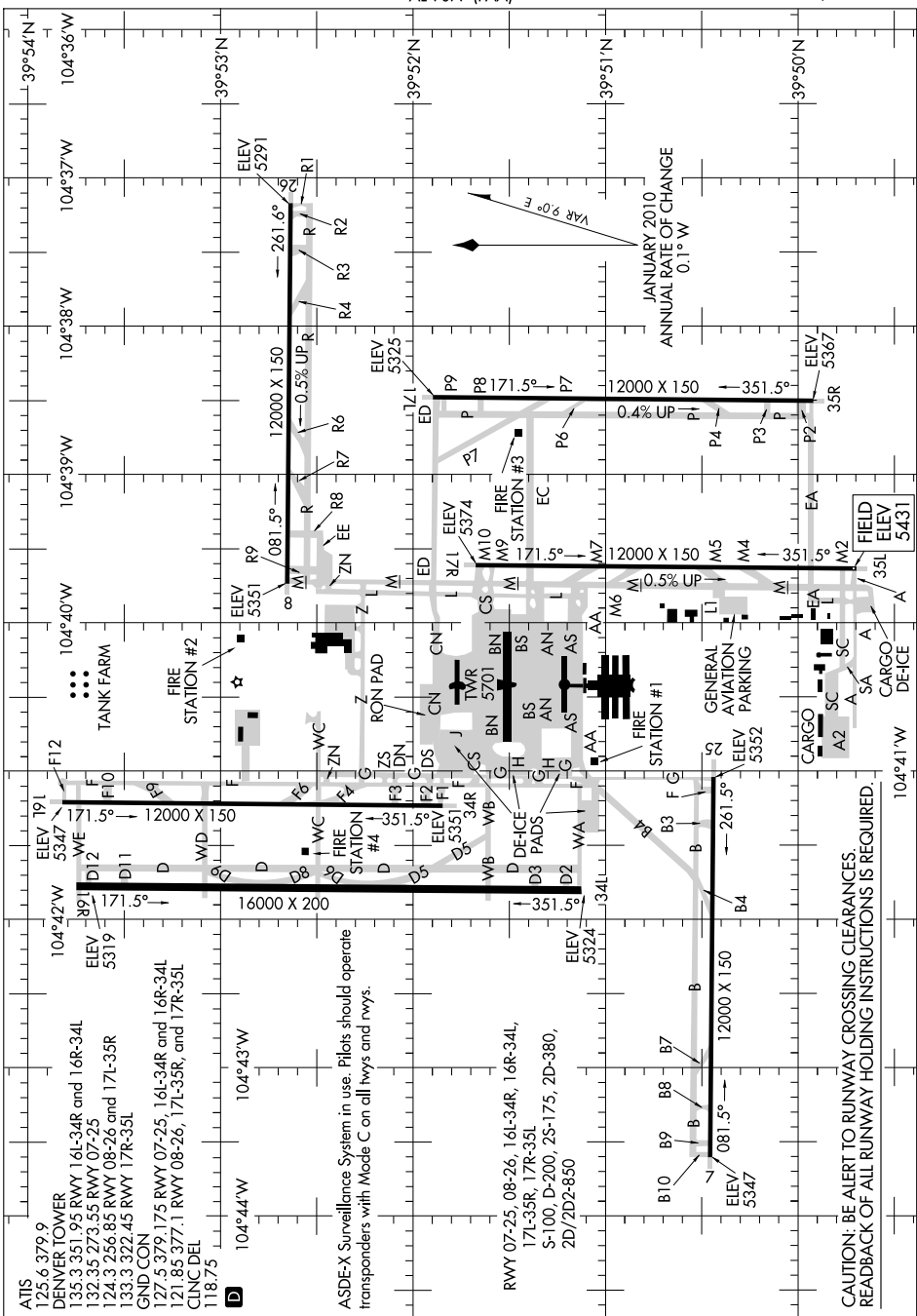
RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

- RWY 29L: Terrain beginning 45' from DER, 292' left of centerline, up to 5839' MSL.  
Fence 1015' from DER, 392' left of centerline, 15' AGL/5725' MSL.  
Fence 982' from DER, 303' left of centerline, 14' AGL/5714' MSL.  
Multiple trees beginning 687' from DER, 615' right of centerline, up to 70' AGL/5839' MSL.  
Tree 3196' from DER, 1337' left of centerline, 70' AGL/5839' MSL.
- RWY 2: Pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL.

SW-1, 23 SEP 2010 to 21 OCT 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-1. 23 SEP 2010 to 21 OCT 2010

**DENVER INTL** (DEN) 16 NE UTC-7(-6DT) N39°51.70' W104°40.39'

**DENVER**

5431 B S4 **FUEL** 100, 100LL, JET A, MOGAS OX 1, 3 Class I, ARFF Index E

H-3F, 5A, L-10F, A

NOTAM FILE DEN

IAP, AD

**Rwy 16R-34L:** H16000X200 (CONC-GRVD) S-100, D-200, 2S-175,

2D-380, 2D/2D2-850 HIRL CL

**Rwy 16R:** MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 71'.

**Rwy 34L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70'.

**Rwy 07-25:** H12000X150 (CONC-GRVD) S-100, D-200, 2S-175,

2D-380, 2D/2D2-850 HIRL CL

**Rwy 07:** MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 55'.

**Rwy 25:** MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

**Rwy 08-26:** H12000X150 (CONC-GRVD) S-100, D-200, 2S-175,

2D-380, 2D/2D2-850 HIRL CL

**Rwy 08:** MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

**Rwy 26:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 55'. 0.5% up.

**Rwy 16L-34R:** H12000X150 (CONC-GRVD) S-100, D-200,

2S-175, 2D-380, 2D/2D2-850 HIRL CL

**Rwy 16L:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 55'.

**Rwy 34R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55'.

**Rwy 17R-35L:** H12000X150 (CONC-GRVD) S-100, D-200,

2S-175, 2D-380, 2D/2D2-850 HIRL CL

**Rwy 17R:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 55'. 0.5% up.

**Rwy 35L:** ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 55'.

**Rwy 17L-35R:** H12000X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-380, 2D/2D2-850 HIRL CL

**Rwy 17L:** MALSR. PAPI(P4L)—GA 3.0° TCH 55'. 0.4% up.

**Rwy 35R:** ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 55'.

**RUNWAY DECLARED DISTANCE INFORMATION**

**Rwy 07:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000

**Rwy 08:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000

**Rwy 16L:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000

**Rwy 16R:** TORA-16000 TODA-16000 ASDA-16000 LDA-16000

**Rwy 17L:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000

**Rwy 17R:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000

**Rwy 25:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000

**Rwy 26:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000

**Rwy 34L:** TORA-16000 TODA-16000 ASDA-16000 LDA-16000

**Rwy 34R:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000

**Rwy 35L:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000

**Rwy 35R:** TORA-12000 TODA-12000 ASDA-12000 LDA-12000

**AIRPORT REMARKS:** Attended continuously. Waterfowl and migratory bird activity in voef arpt year round. ASDE-X

Surveillance System in use: Pilots should opr transponders with Mode C on all twys and rwys. RVR Rwy 07 touchdown, rollout, RVR Rwy 25 touchdown, rollout, RVR Rwy 08 touchdown, rollout, RVR Rwy 26 touchdown, rollout, RVR Rwy 16L touchdown, midfield, rollout, RVR Rwy 34R touchdown, midfield, rollout, RVR Rwy 17L touchdown, midfield, rollout, RVR Rwy 35R touchdown, midfield, rollout, RVR Rwy 17R touchdown, midfield, rollout, RVR Rwy 35L touchdown, midfield, rollout. RVR Rwy 16R touchdown, midfield, rollout, RVR Rwy 34L touchdown, midfield, rollout. Overhead passenger bridge on South side of concourse 'A' provides 42 ft tail and 118 ft wingspan clearance when on twy centerline. Insufficient twy corner fillet pavement in the SE corner of the Twy M/M2 intersection for acft with wingspan over 107 ft. Fixed or movable object line between ramp and S Twys BN-BS removed. Informal rwy use program is in effect 24 hours a day. For additional noise abatement information contact airport management at 303-342-4200. Ldg fee. Flight Notification Service (ADCUS) avbl.

NOTE: See Special Notices—Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (303)342-0838. LLWAS. TDWR.

**COMMUNICATIONS:** D-ATIS ARR 125.6 (303) 342-0819 D-ATIS DEP 134.025 (303) 342-0820 **UNICOM** 122.95

**RCO** 123.65 (DENVER RADIO)

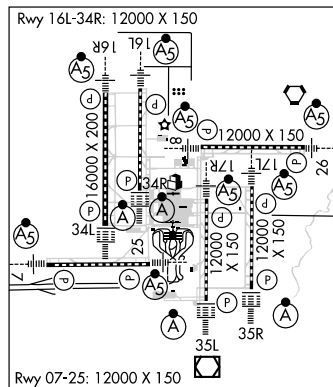
**(R) APP CON** 119.3 124.95 (North) 120.35 126.55 (South) **FINAL CON** 120.8

**TOWER** 123.35 (Rwy 07-25) 135.3 (Rwy 16L-34R, Rwy 16R-34L) 133.3 (Rwy 17R-35L) 124.3 (Rwy 08-26 and 17L-35R)

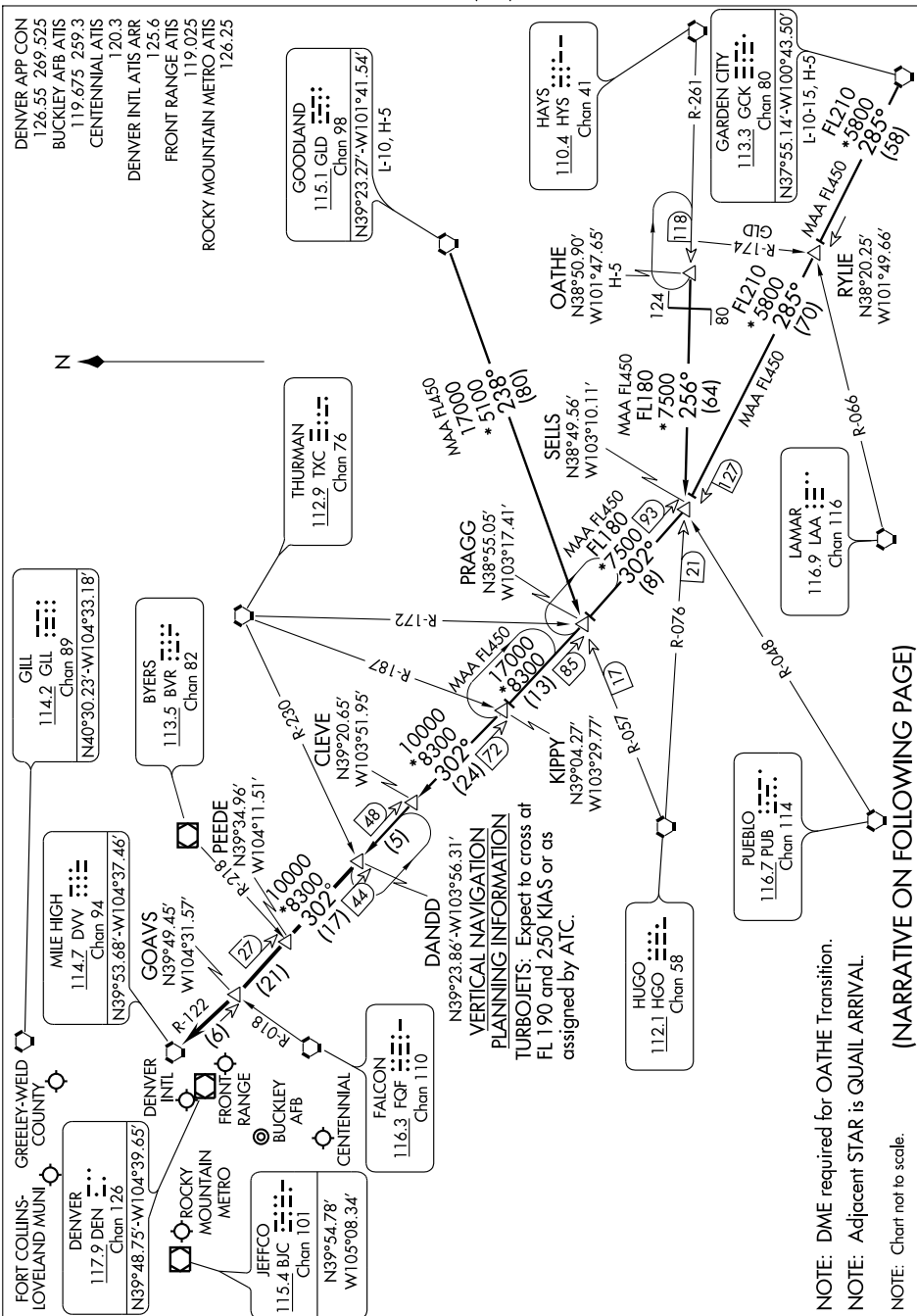
**GND CON** 127.5 (Rwy 07-25, Rwy 16L-34R and Rwy 16R-34L) 121.85 (Rwys 08-26, 17L-35R and 17R-35L) **CLNC DEL** 118.75

**(R) DEP CON** 128.25 (East) 127.05 (North) 126.1 (West) 128.45 (South)

**AIRSPACE:** CLASS B See VFR Terminal Area Chart.







SW-1. 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## DECI-BELLE TWO DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

ATIS DEP  
134.025  
CLNC DEL  
118.75  
DENVER DEP CON  
127.05 363.25 (NORTH)  
128.45 251.075 (SOUTH)  
128.25 371.95 (EAST)  
126.1 360.75 (WEST)

DENVER  
117.9 DEN  
Chan 126  
N39°48.75' W104°39.65'

FALCON  
116.3 FQF  
Chan 110

BYERS  
113.5 BVR  
Chan 82

LISSN  
N 39°18.32'  
W104°30.72'

GORJE  
N38°38.82'  
W105°19.61'

LOUDD  
N38°35.76'  
W105°23.37'

HUGO  
112.1 HGO  
Chan 82

PUEBLO  
116.7 PUB  
Chan 114

ALAMOSA  
113.9 ALS  
Chan 86  
N37°20.95' W105°48.93'  
L-8-9, H-4-5

NOTE: This SID requires a minimum  
climb of 220 feet per NM to FL 230.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned route. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (DCBEL2.ALS): From over DEN VOR/DME via DEN R-156 to LISSN INT, then via BVR R-215 and ALS R-002 to ALS VORTAC.

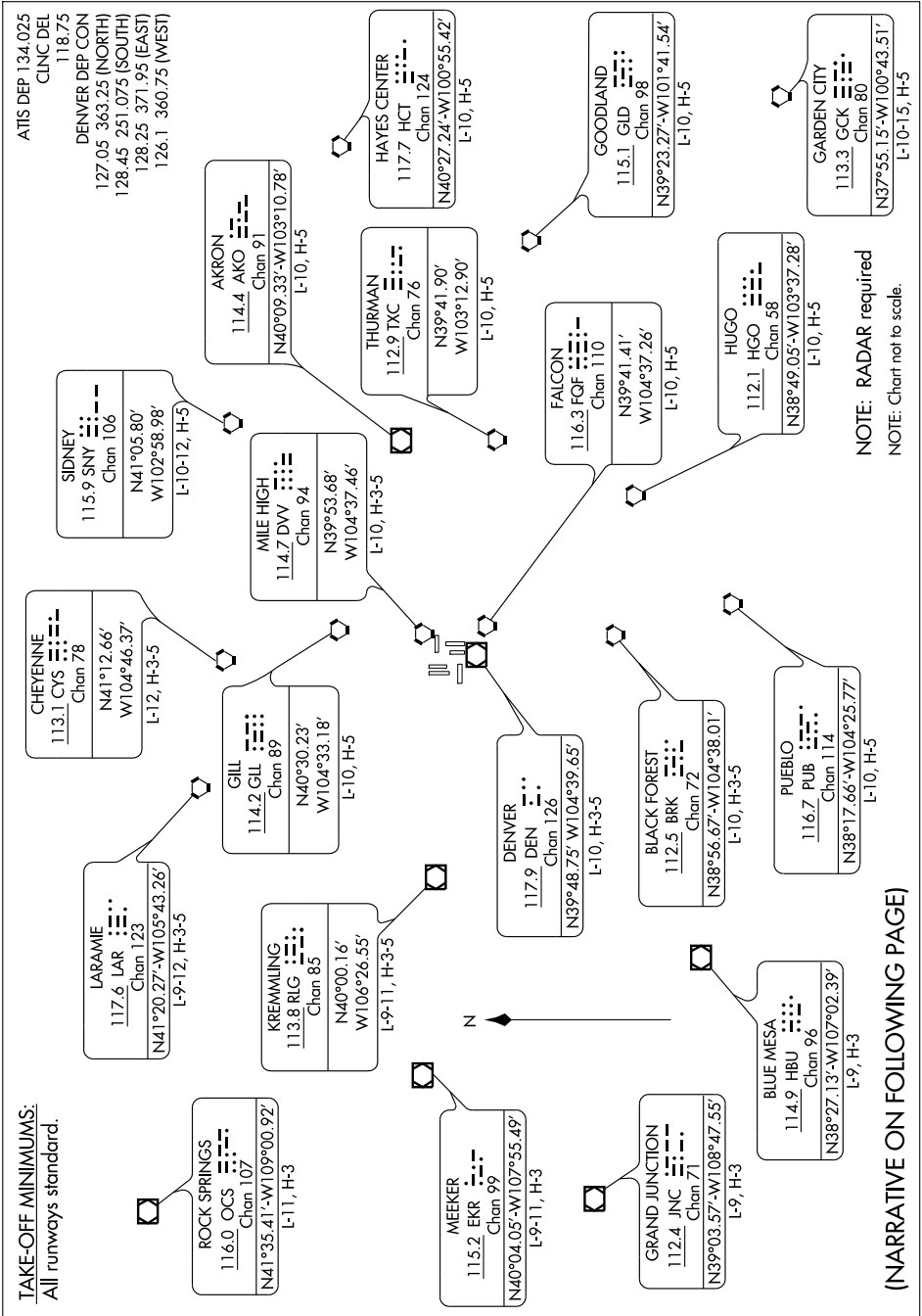
## DECI-BELLE TWO DEPARTURE



DENVER FIVE DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO



SW-1, 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

DENVER FIVE DEPARTURE

DENVER, COLORADO  
DENVER INTL (DEN)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-DZG <u>111.55</u> Chan 52(Y)	APP CRS <b>079°</b>	Rwy Idg <b>12000</b> TDZE <b>5348</b> Apt Elev <b>5431</b>
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ILS or LOC RWY 7  
DENVER INTL (DEN)

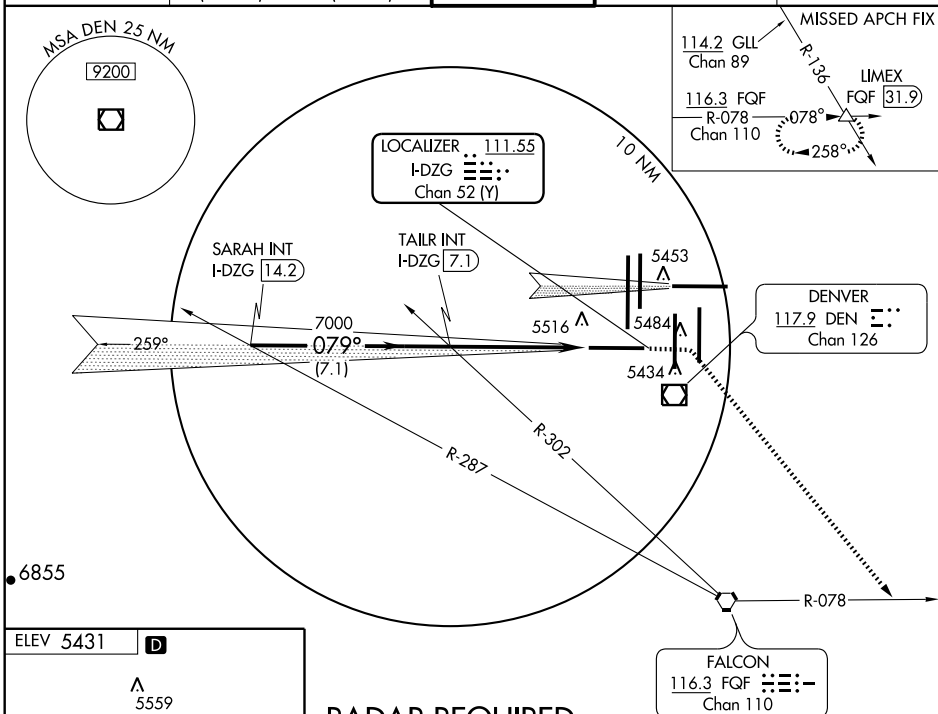
- T** Simultaneous approaches authorized with Rwy 8.  
S-LOC minima not authorized during simultaneous operations.  
For inoperative MALSR, increase S-LOC Cat D visibility to  
RVR 5000.

MALSR



**MISSED APPROACH:** Climb to 5900, then climbing right turn to 10000 via 130° heading FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

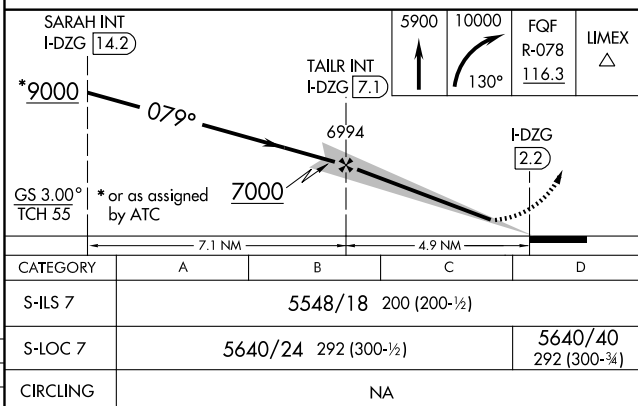
ATIS 125.6 379.9	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH)	DENVER TOWER 132.35 273.55	GND CON 127.5 379.175	CLNC DEL 118.75
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SW-1. 23 SEP 2010 to 21 OCT 2010

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

## RADAR REQUIRED



DENVER, COLORADO

Amdt 2A 09127

DENVER INTL (DEN)

ILS or LOC RWY 7

39°52'N-104°40'W

LOC/DME I-FUI <b>108.9</b> Chan <b>26</b>	APP CRS <b>080°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5351</b> <b>5431</b>
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# ILS or LOC RWY 8

## DENVER INTL (DEN)

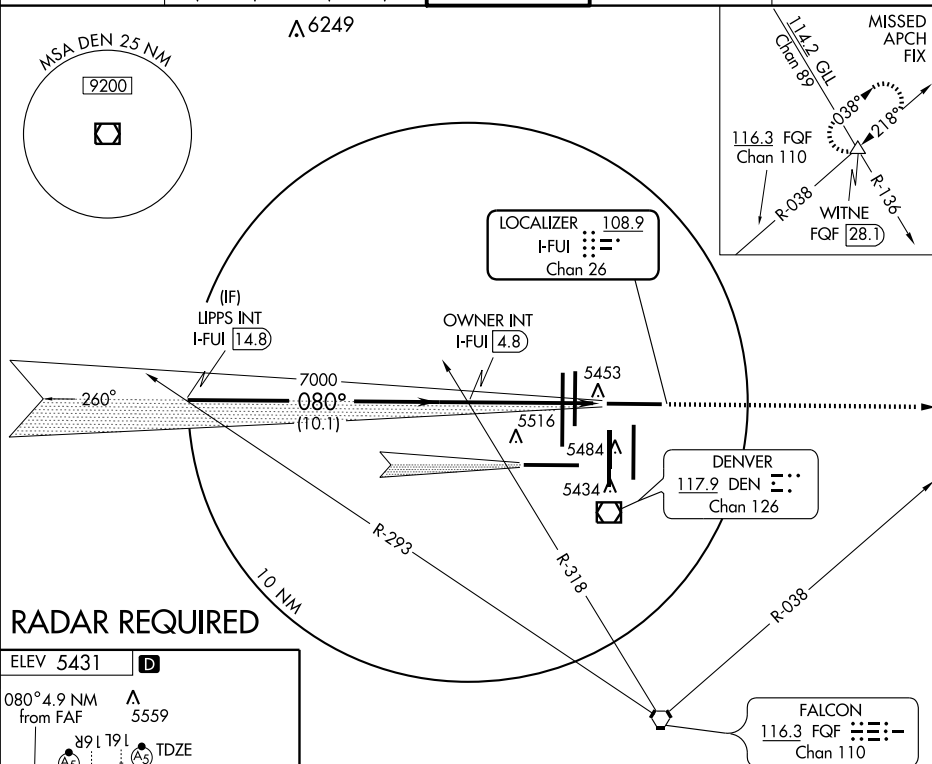
Simultaneous approaches authorized with Rwy 7.  
S-LOC minima not authorized during simultaneous operations.  
\*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.



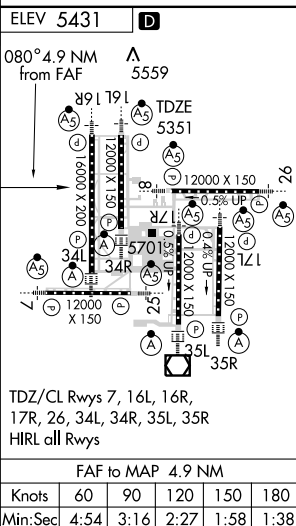
MISSED APPROACH: Climb to 10000 via 080° heading and FQF VORTAC R-038 to WITNE INT/FQF 28.1 DME and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 256.85</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>
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△ 6249

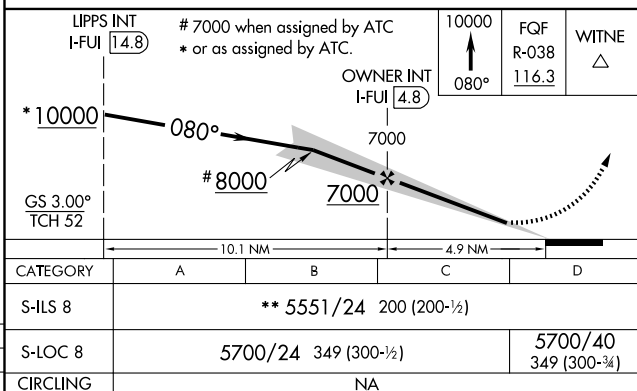


### RADAR REQUIRED



TDZ/CL Rwy 7, 16L, 16R,  
17R, 26, 34L, 34R, 35L, 35R  
HRL all Rwy's

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



LOC/DME I-DQQ <b>111.9</b> Chan <b>56</b>	APP CRS <b>170°</b>	Rwy Idg TDZE Apt Elev	<b>16000</b> <b>5323</b> <b>5431</b>
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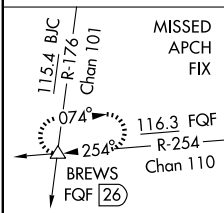
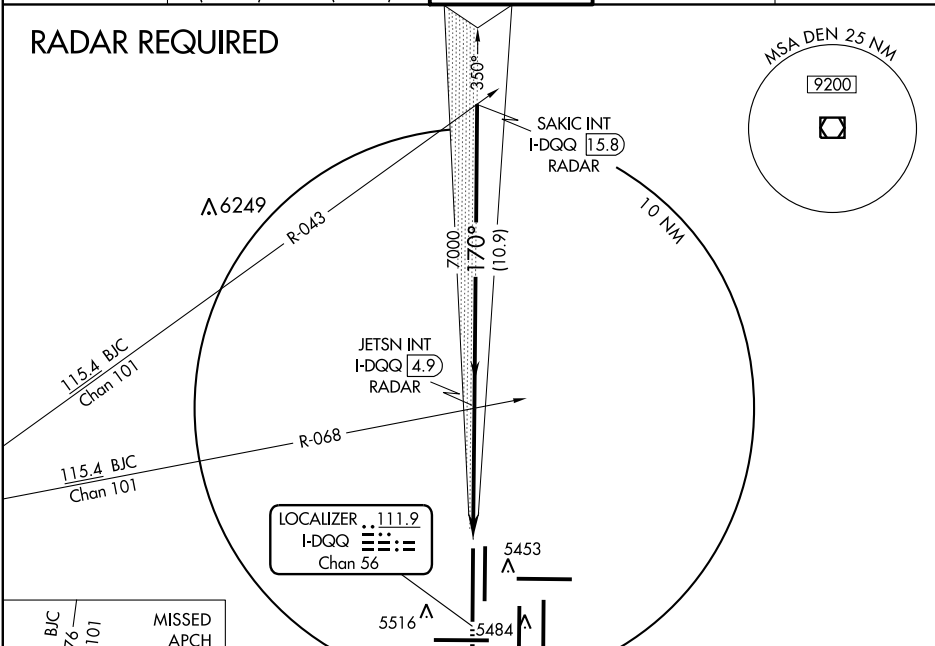
# ILS or LOC RWY 16R

DENVER INTL (DEN)

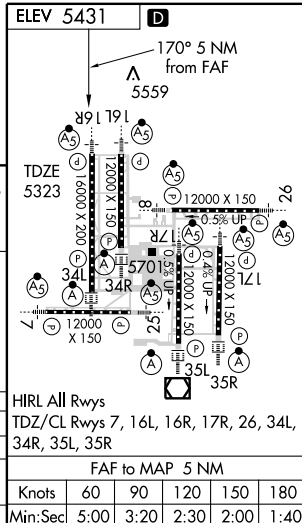
<b>Simultaneous approaches authorized with Rwy 17L and 17R.</b> <b>S-LOC minima not authorized during simultaneous operations.</b>	<b>MALS</b> 	<b>MISSED APPROACH:</b> Climb to 5900, then climbing right turn to 13000 via 220° heading and FQF VORTAC R-254 to BREWS INT/FQF 26 DME and hold.
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<b>ATIS</b> <b>125.6 379.9</b>	<b>DENVER APP CON</b> <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	<b>DENVER TOWER</b> <b>135.3 351.95</b>	<b>GND CON</b> <b>127.5 379.175</b>	<b>CLNC DEL</b> <b>118.75</b>
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## RADAR REQUIRED



<b>SAKIC INT</b> <b>I-DQQ 15.8</b> RADAR	*or as assigned by ATC	<b>JETSN INT</b> <b>I-DQQ 4.9</b> RADAR	<b>5900</b> <b>13000</b> <b>FQF R-254</b> <b>116.3</b>	<b>BREWS</b> <b>△</b>
<b>*10000</b> <b>GS 3.00°</b> <b>TCH 55</b>	<b>170°</b> <b>#8000</b> <b>%7000</b> #7000 when assigned by ATC	<b>%LOC only</b>	<b>220°</b>	
<b>10.9 NM</b>	<b>5 NM</b>			
<b>CATEGORY</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
<b>S-ILS 16R</b>	<b>5523/18</b>	<b>200 (100-½)</b>		
<b>S-LOC 16R</b>	<b>5680/24</b>	<b>357 (300-½)</b>	<b>5680/40</b> <b>357 (300-¾)</b>	
<b>CIRCLING</b>	<b>NA</b>			







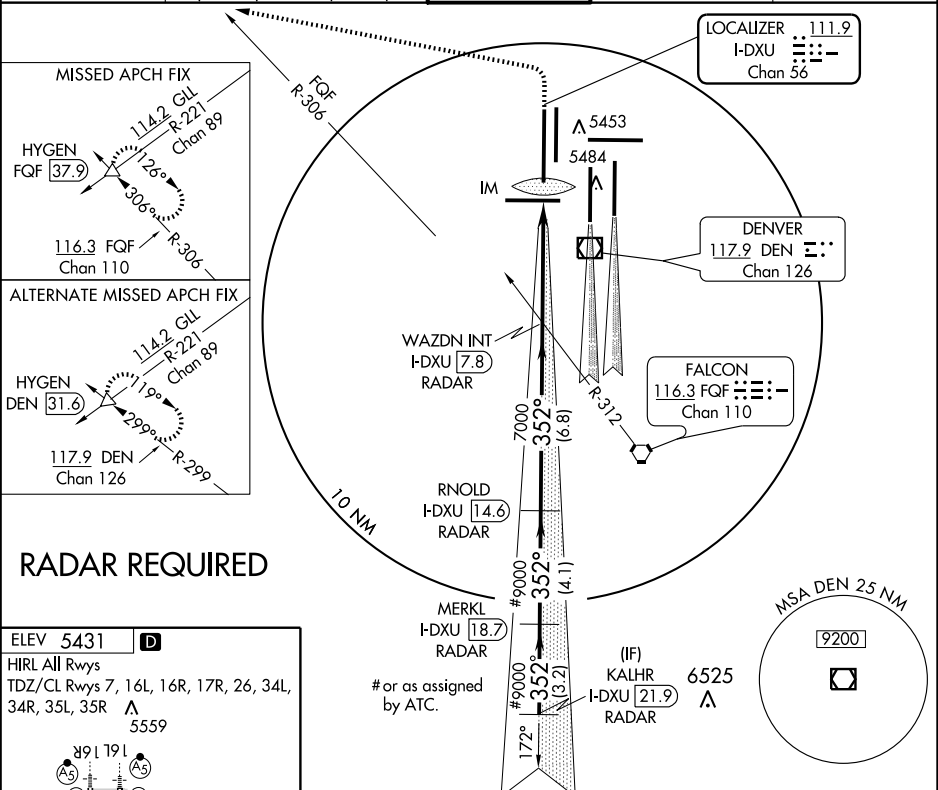
LOC/DME I-DXU <b>111.9</b> Chan <b>56</b>	APP CRS <b>352°</b>	Rwy Idg TDZE <b>5327</b> Apt Elev <b>5431</b>	<b>16000</b>
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# ILS or LOC RWY 34L

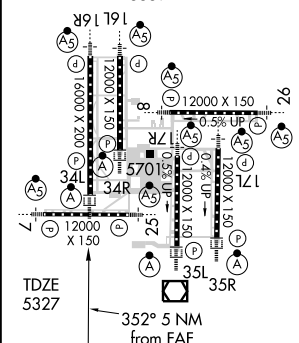
## DENVER INTL (DEN)

<b>Simultaneous approach authorized with Rwy 35L/R.</b> LOC procedure NA during simultaneous operations. S-LOC 34L DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 on heading 270° and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 12000, or as directed by ATC.
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ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>
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ELEV 5431	<b>D</b>
HIRL All Rwy's	
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R	5559



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

5800	12000	FQF R-306	HYGEN	VGSI and ILS glidepath not coincident.	MERKL I-DXU 18.7 RADAR	KALHR I-DXU 21.9 RADAR
hdg 270°						
*LOC only						
I-DXU 2.8	I-DXU 4.5	WAZDN INT I-DXU 7.8 RADAR	RNOLD I-DXU 14.6 RADAR			
IM						
0.1	1.6	3.3 NM	6.8 NM	4.1 NM	3.2 NM	
CATEGORY	A	B	C	D		
S-ILS 34L	5527/18	200 (100-½)				
S-LOC 34L	5940/24	613 (600-½)	5940/60 613 (600-1¼)	5940-1½ 613 (600-1½)		

DENVER, COLORADO

Amdt 1 23SEP10

39°52'N-104°40'W

DENVER INTL (DEN)

ILS or LOC RWY 34L

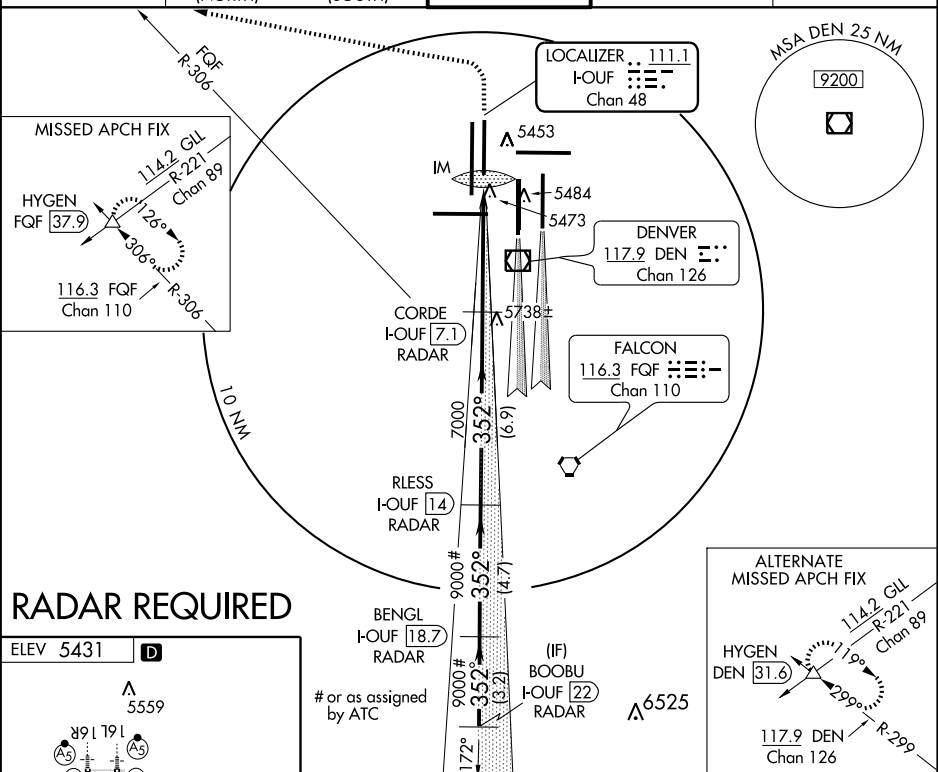
SW-1, 23 SEP 2010 to 21 OCT 2010



ILS or LOC RWY 34R  
DENVER INTL (DEN)

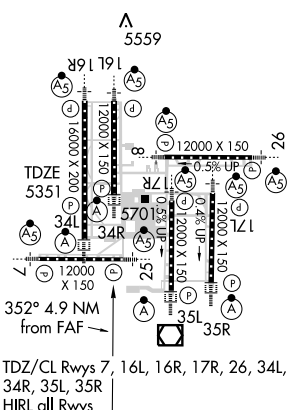
ALSF-2

**MISSED APPROACH:** Climb to 5800, then climbing left turn to 12000 on heading 270° and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 12000, or as directed by ATC.

CLNC DEL  
118 75

## RADAR REQUIRED

ELEV 5431	
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DENVER INTL (DEN)

39°52'N-104°40'W

ILS or LOC RWY 34R

SW-1. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5431</b> <b>5431</b>
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# ILS or LOC RWY 35L

DENVER INTL (DEN)

**Simultaneous approach authorized with Rwy 34R and Rwy 35R.**  
S-LOC procedure NA during simultaneous operations.  
S-LOC 35L DME or RADAR required.

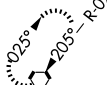
ALSf-2



MISSED APPROACH: Climb to 10000, then right turn direct GLL VORTAC and hold, or as directed by ATC.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>133.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>
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MISSED APCH FIX



GILL  
GLL  
114.2  
Chan 89

ALTERNATE MISSED APCH FIX



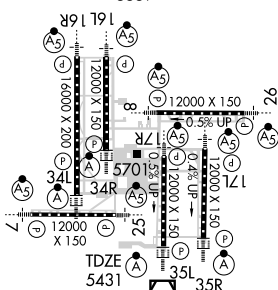
CEDUK  
DVV  
114.7 DVV  
Chan 94

ELEV 5431



HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R

5559



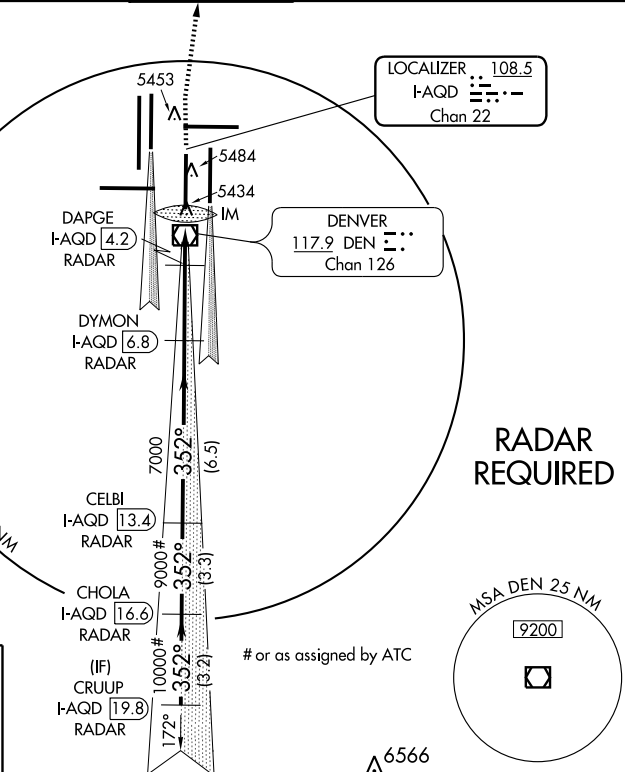
352° 4.7 NM from FAF

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

DENVER, COLORADO

Amdt 4 23SEP10




RADAR REQUIRED

MSA DEN 25 NM

9200

# or as assigned by ATC

6566

10000 ↑	GLL 	# or as assigned by ATC	CRUUP CHOLA I-AQD 19.8 RADAR
*LOC only	DAPGE I-AQD 4.2 RADAR	DYMON I-AQD 6.8 RADAR	CELBI I-AQD 13.4 RADAR
I-AQD 2.2 IM	*I-AQD 3.1	7000	352° 11000# 10000#
0.1 0.8 1.1 NM	2.6 NM	6.5 NM	3.3 NM 3.2 NM
CATEGORY	A	B	C D
S-ILS 35L	5631/18 200 (200-½)		
S-LOC 35L	5780/24 349 (400-½)		5780/40 349 (400-¾)

DENVER INTL (DEN)

ILS or LOC RWY 35L

39°52'N-104°40'W

LOC/DME I-DPP <b>110.15</b> Chan <b>38(Y)</b>	APP CRS <b>352°</b>	Rwy Idg TDZE <b>5367</b> Apt Elev <b>5431</b>	<b>12000</b>
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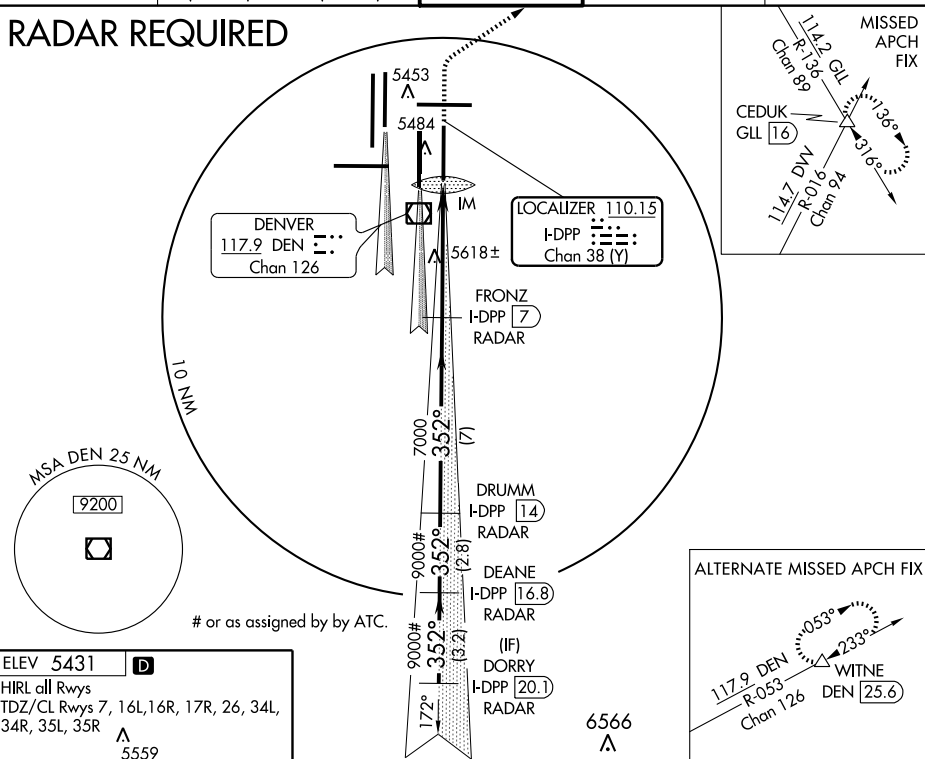
# ILS OR LOC RWY 35R

DENVER INTL (DEN)

<b>Simultaneous approach authorized with Rwy 34R and Rwy 35L. LOC procedure NA during simultaneous operations. S-LOC 35R DME or RADAR required.</b>	<b>ALSF-2</b> 	<b>MISSED APPROACH:</b> Climb to 5800 then climbing right turn to 10000 via heading 045° and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold, or as directed by ATC.
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<b>ATIS</b> <b>125.6 379.9</b>	<b>DENVER APP CON</b> <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	<b>DENVER TOWER</b> <b>124.3 256.85</b>	<b>GND CON</b> <b>121.85 377.1</b>	<b>CLNC DEL</b> <b>118.75</b>
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## RADAR REQUIRED

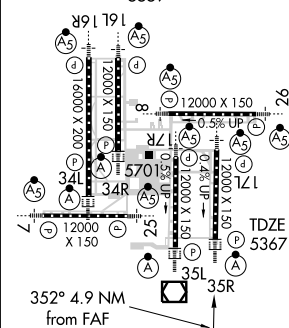


ELEV 5431

D

HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

5559



5800	10000	GLL R-136	CEDUK	VGSI and ILS glidepath not coincident. # or as assigned by ATC.	DRUMM I-DPP 14 RADAR	DEANE I-DPP 16.8 RADAR	DORRY I-DPP 20.1 RADAR
* LOC only							
I-DPP 2.2	* I-DPP 3.8	FRONZ I-DPP 7 RADAR	7000	352°	9000#	9000#	9000#
0.1	1.5	3.3 NM	7 NM	2.8 NM	3.2 NM		
CATEGORY	A	B	C	D			
S-ILS 35R	5567/18 200 (200-½)						
S-LOC 35R	5940/24 573 (600-½)						
	5940/50 573 (600-1)						
	5940/60 573 (600-1¼)						

DENVER, COLORADO

Amdt 2 23SEP10

39°52'N-104°40'W

# ILS OR LOC RWY 35R

DENVER INTL (DEN)

LOC/DME I-LTT <b>111.1</b> Chan <b>48</b>	APP CRS <b>170°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5354</b> <b>5431</b>
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# ILS RWY 16L

## DENVER INTL (DEN)

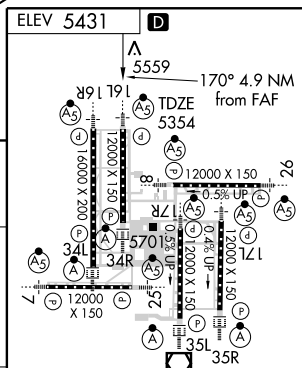
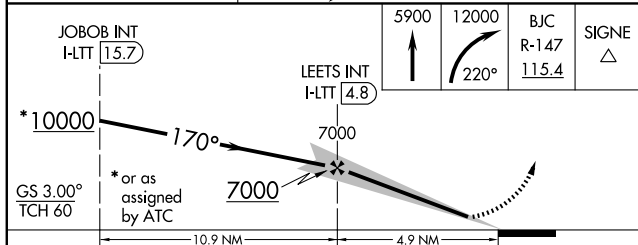
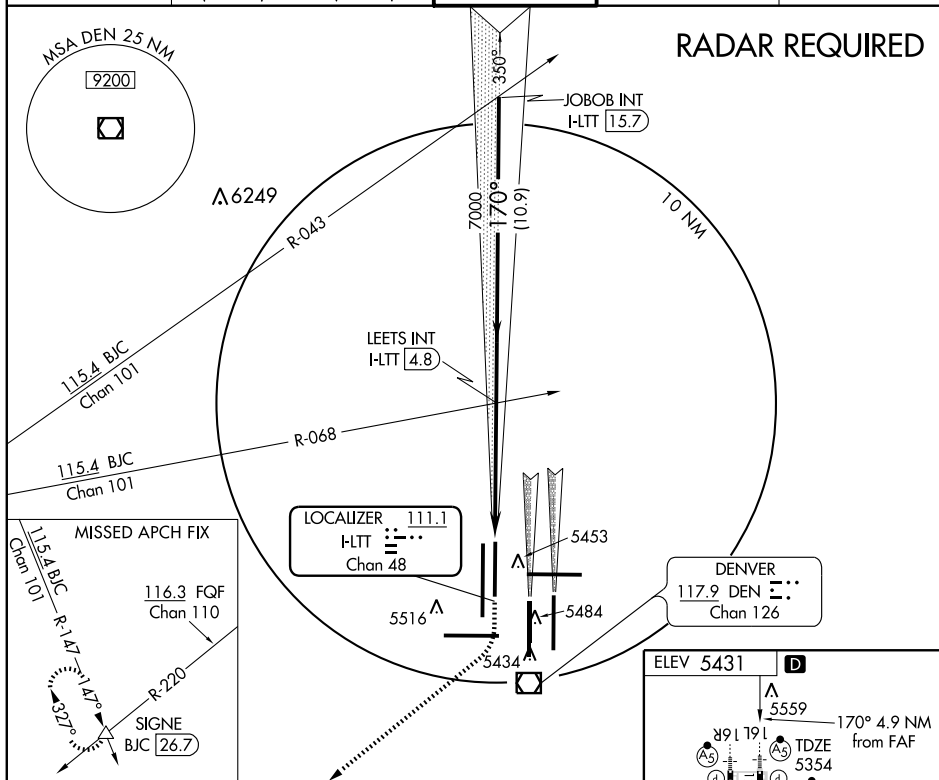


Simultaneous approaches authorized with Rwy 17L and 17R.  
S-LOC minima not authorized during simultaneous operations.



MISSED APPROACH: Climb to 5900, then climbing right turn to 12000 via 220° heading and BJC VOR/DME R-147 to SIGNE INT/BJC 26.7 DME and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>
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CATEGORY	A	B	C	D	TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R HIRL all Rwy's
S-ILS 16L	5554/18 200 (200-½)				
S-LOC 16L	5820/24 466 (400-½)	5820/40 466 (400-¾)	5820/50 466 (400-1)	FAF to MAP 4.9 NM	
CIRCLING	NA				
					Knots 60 90 120 150 180
					Min:Sec 4:54 3:16 2:27 1:58 1:38

LOC/DME I-ACX <u>108.5</u> Chan <b>22</b>	APP CRS <b>170°</b>	Rwy Idg <b>12000</b> TDZE <b>5388</b> Apt Elev <b>5431</b>
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ILS RWY 17R  
DENVER INTL (DEN)

**T** Simultaneous approaches authorized with Rwy 16L and 17L.  
S-LOC minima not authorized during simultaneous operations.  
For inoperative MALSR, increase S-LOC Cat D visibility to RVR 5000.

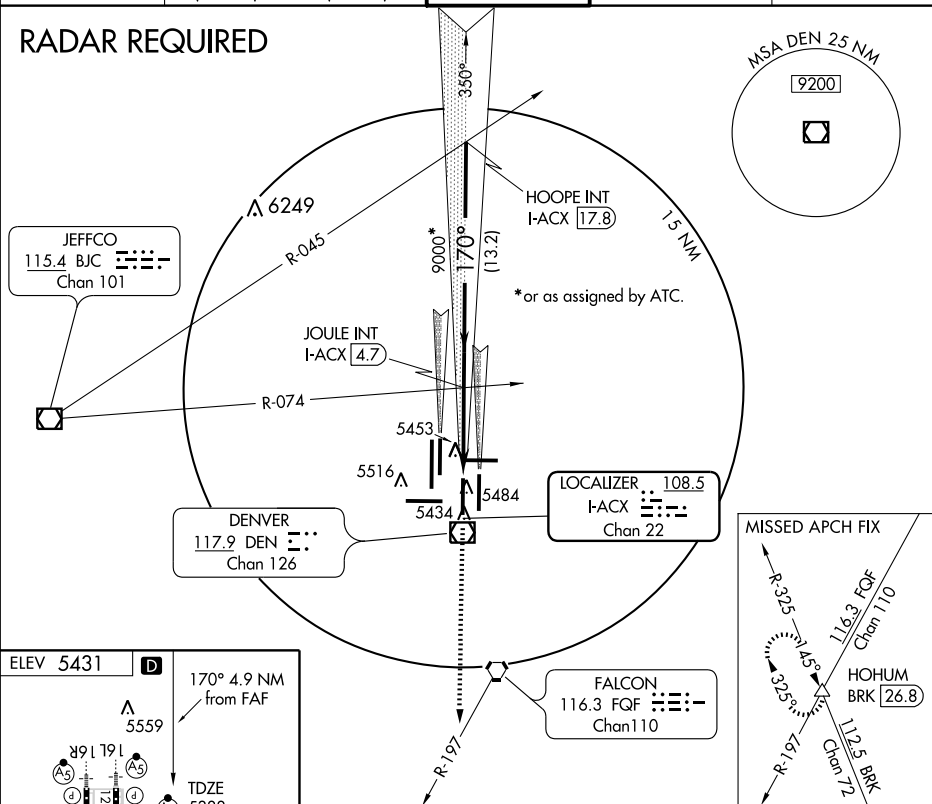
MALSR

**MISSED APPROACH:** Climb to 10000 via 170° heading and FQF VORTAC R-197 to HOHUM INT/BRK 26.8 DME and hold.

ATIS	DENVER APP CON		DENVER TOWER		GND CON	CLNC DEL
125.6 379.9	119.3 307.3	120.35 379.3	133.3 322.45		121.85 377.1	118.75
	(NORTH)	(SOUTH)				

## RADAR REQUIRED



**FAF to MAP 4.9 NM**

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

10000 ↑ 170°	QFQ R-197 <u>116.3</u>	HOHUM △	* or as assigned by ATC. † 7000 when assigned by ATC JOULE INT I-ACX <u>4.7</u>		HOOPE INT I-ACX <u>17.8</u>
CATEGORY	A	B	C	D	
S-ILS 17R	5588/18 200 (200-½)				
S-LOC 17R	5680/24 292 (300-½)				5680/40 292 (300-¾)
CIRCLING	NA				

DENVER, COLORADO

Amdt 2A 09127

39°52'N-104°40'W

DENVER INTL (DEN)  
ILS RWY 17R

SW-1. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-JOY <b><u>108.9</u></b> Chan <b>26</b>	APP CRS <b>260°</b>	Rwy Idg <b>12000</b> TDZE <b>5306</b> Apt Elev <b>5431</b>
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ILS RWY 26  
DENVER INTL (DEN)

**T** Simultaneous approaches authorized with Rwy 25. S-LOC minima not authorized during simultaneous operations.

MALSR

**MISSED APPROACH:** Climb to 5900 then climbing right turn to 11000 via 340° heading and DVV VORTAC R-311 to NIWOT INT/DVV 27.6 DME and hold.

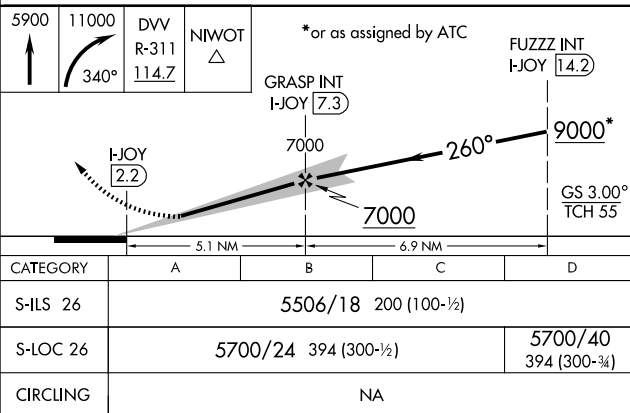
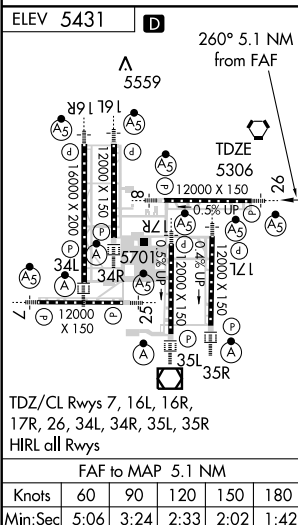
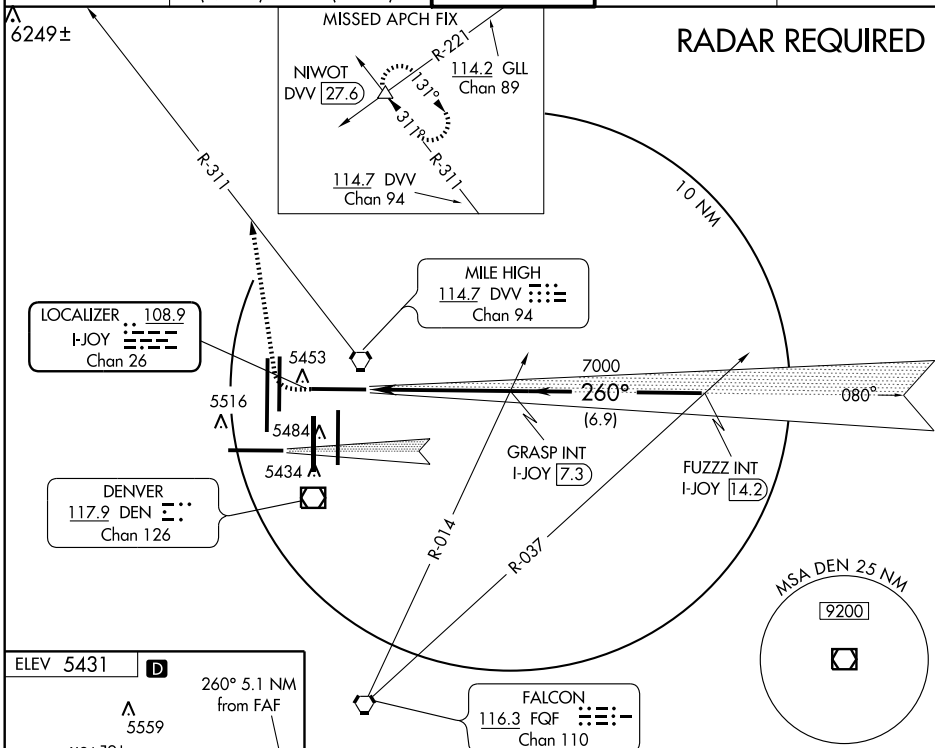
ATIS  
125.6 379.9

DENVER APP CON			
119.3	307.3	120.35	379.3
(NORTH)		(SOUTH)	

DENVER TOWER  
124.3 256.85

GND CON  
121.85 377.1

CLNC DEL  
**118.75**



DENVER, COLORADO

Amdt 2 09127

39°52'N-104°40'W

DENVER INTL (DEN)

ILS RWY 26

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-DXU <b><u>111.9</u></b> Chan <b>56</b>	APP CRS <b>352°</b>	Rwy Idg <b>16000</b> TDZE <b>5327</b> Apt Elev <b>5431</b>
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ILS RWY 34L (CAT II)  
DENVER INTL (DEN)

**T** Simultaneous approach authorized with Rwy 35L/R.

ALSF-2

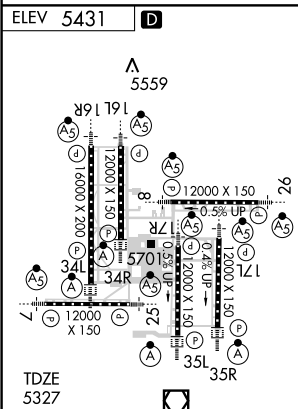
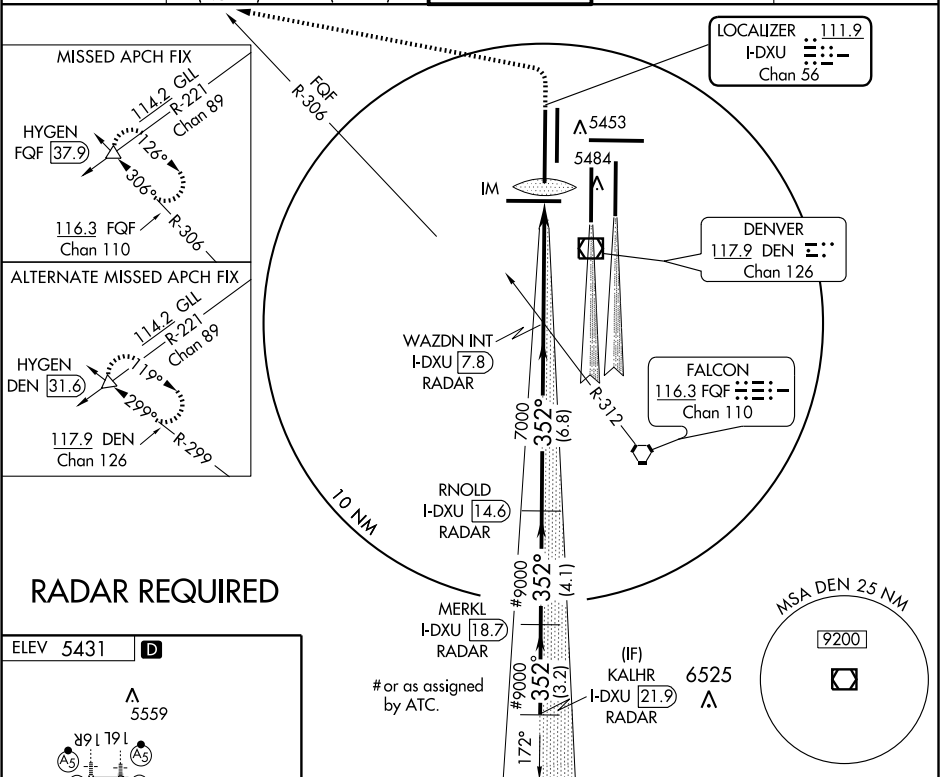
**MISSED APPROACH:** Climb to 5800, then climbing left turn to 12000 on heading 270° and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 12000, or as directed by ATC.

ATIS  
125.6 379.9

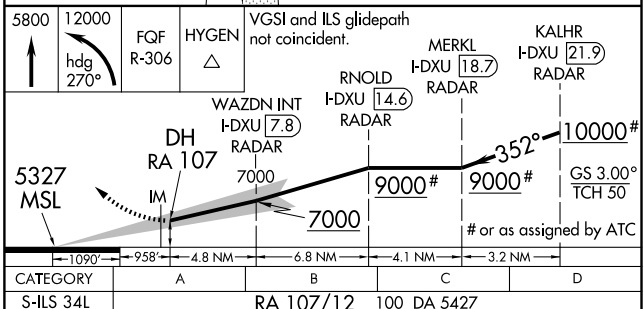
DENVER APP CON  
119.3 307.3 120.35 379.3  
(NORTH) (SOUTH)

DENVER TOWER  
135.3 351.95

GND CON  
127.5 379.175

CLNC DEL  
118.75

HIRL All Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R



CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

DENVER, COLORADO  
Amdt 1 23SEP10

39°52'N-104°40'W

DENVER INTL (DEN)

ILS RWY 34L (CAT II)

SW-1. 23 SEP 2010 to 21 OCT 2010

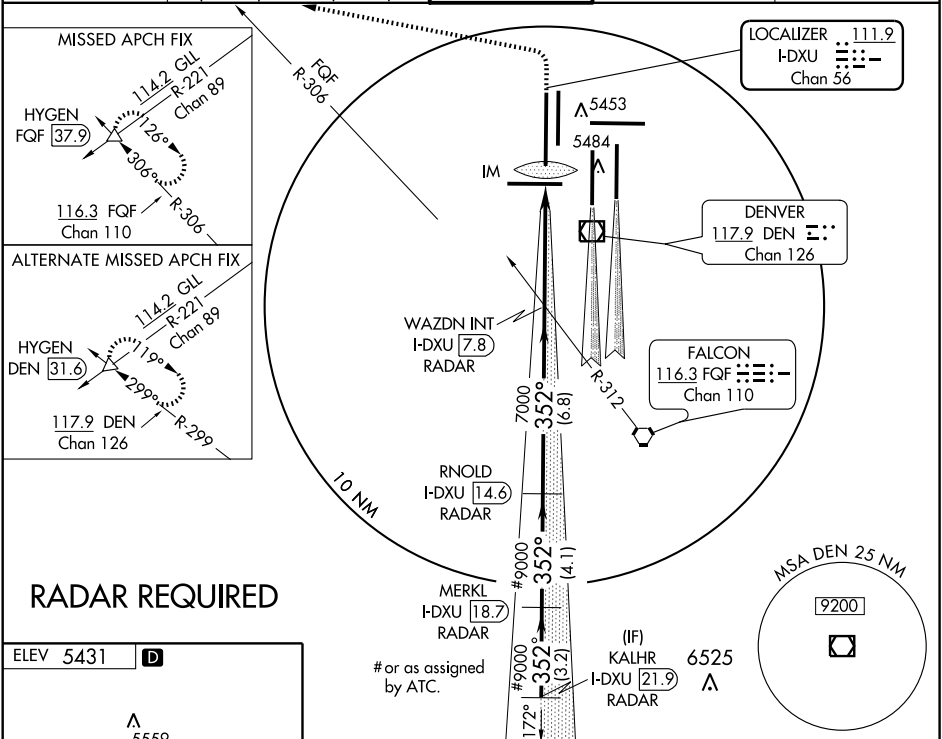
LOC/DME I-DXU <b>111.9</b> Chan <b>56</b>	APP CRS <b>352°</b>	Rwy Idg TDZE <b>5327</b> Apt Elev <b>5431</b>	<b>16000</b>
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# ILS RWY 34L (CAT III)

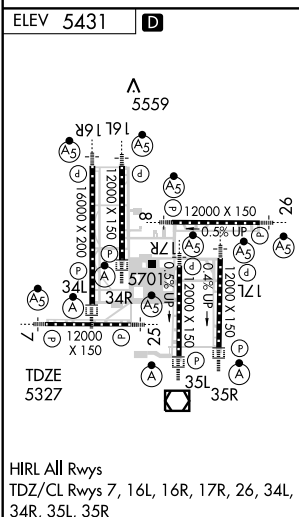
## DENVER INTL (DEN)

<div><div>T</div><div>Simultaneous approach authorized with Rwy 35L/R.</div></div>	<div>ALSIF-2</div> <div><div>A</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>
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### RADAR REQUIRED



5800	12000	FQF R-306	HYGEN	VGSI and ILS glidepath not coincident.	MERKL I-DXU 18.7 RADAR	KALHR I-DXU 21.9 RADAR
hdg 270°						
5327 MSL	IM 5427	7000	9000#	9000#	10000#	GS 3.00° TCH 50
1090'	860'	4.9 NM	6.8 NM	4.1 NM	3.2 NM	# or as assigned by ATC
CATEGORY	A	B	C	D		
S-ILS 34L		CAT IIIa RVR 07				
S-ILS 34L		CAT IIIb RVR 03				
S-ILS 34L		CAT IIIc NA				

### CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



ILS RWY 34R (CAT II)  
DENVER INTL (DEN)

**MISSED APPROACH:** Climb to 5800, then climbing left turn to 12000 on heading 270° and FQF VORTAC R-306 to HYGEM INT/FQF 37.9 DME and hold, continue climb-in-hold to 12000, or as directed by ATC.

[illegible][illegible]



5800 ↑	12000 hdg 270°	FQF R-306	HYGEN △	VGSI and ILS glidepath not coincident.	BOOBU I-OUF <u>22</u> RADAR
CATEGORY	A	B	C	D	
S-ILS 34R	RA 108/12		100	DA 5451	
<p><b>CATEGORY II ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b></p>					

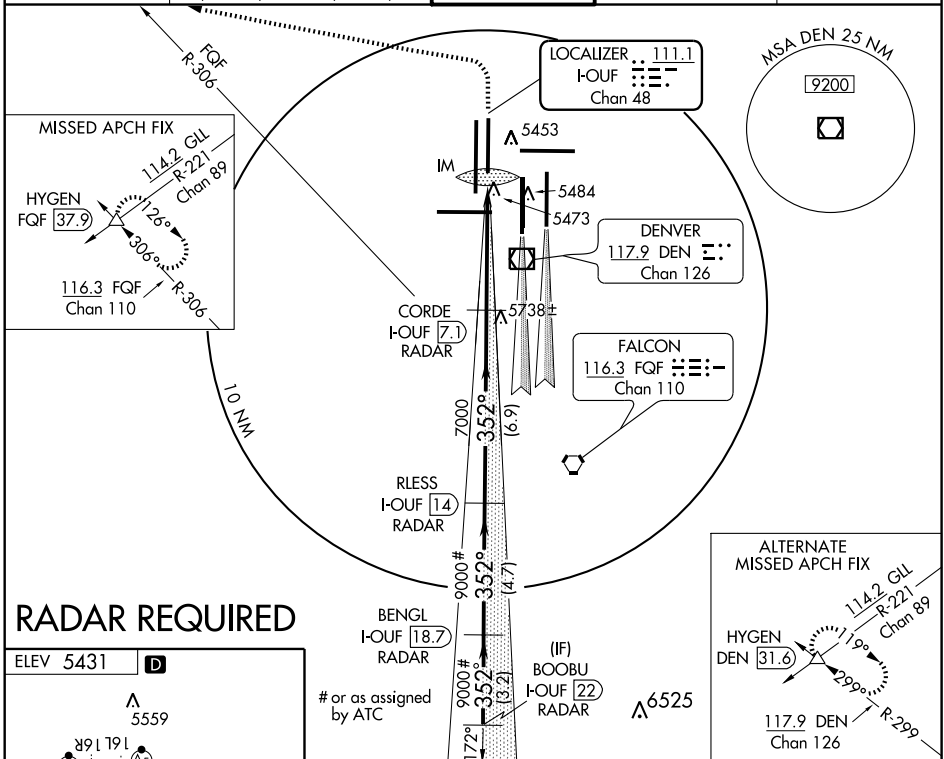
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

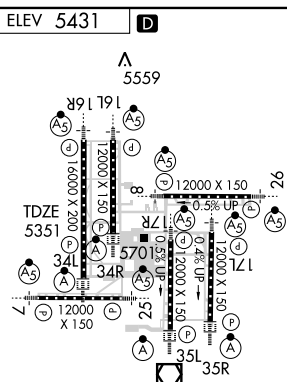
LOC/DME I-OUF <u>111.1</u> Chan 48	APP CRS 352°	Rwy Idg 12000 TDZE 5351 Apt Elev 5431
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ILS RWY 34R (CAT III)  
DENVER INTL (DEN)

	Simultaneous approach authorized with Rwy 35L/R.		ALSF-2 	MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 on heading 270° and FQF VORTAC R-306 to HYGENT INT/FQF 37.9 DME and hold, continue climb-in-hold to 12000, or as directed by ATC.			
	ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)		DENVER TOWER <b>135.3 351.95</b>	GND CON <b>127.5 379.175</b>		CLNC DEL <b>118.75</b>



## RADAR REQUIRED



5800 ↑	12000 hdg 270°	FQF R-306	HYGEN △	VGSI and ILS glidepath not coincident.		BOOBU I-OUF <u>22</u> RADAR
			CORDE I-OUF <u>7.1</u> RADAR	RLESS I-OUF <u>14</u> RADAR	BENGL I-OUF <u>18.7</u> RADAR	
5351 MSL		IM 5454	7000	9000#	9000#	10000# 352° GS 3.00° TCH 59°
			7000	# or as assigned by ATC		
-1071'		-858'	4.8 NM	6.9 NM	4.7 NM	3.2 NM
CATEGORY	A		B	C		D
S-ILS 34R			CAT IIIa	RVR 07		
S-ILS 34R			CAT IIIb	RVR 03		
S-ILS 34R			CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 35L (CAT II)  
DENVER INTL (DEN)

**MISSED APPROACH:** Climb to 10000, then right turn direct GLL VORTAC and hold, or as directed by ATC.

Diagram illustrating the Denver 117.9 MHz VORTAC navigation aid, showing the vertical beam structure and associated radar components.

**Vertical Beam Structure (from top to bottom):**

- LOCALIZER** (I-AQD Chan 126)
- DENVER 117.9 DEN Chan 126**
- DYMON I-AQD 6.8 RADAR** (3.52°)
- CELBI I-AQD 13.4 RADAR** (3.52°)
- CHOLA I-AQD 16.6 RADAR** (3.52°)
- (IF) CRUUP I-AQD 19.8 RADAR** (3.52°)

**Range Markers:** 10 NM, 7000, 9000 #, 10000 #.

**Angles:** 3.52°, 172°.

**Frequency:** 6566.

**Note:** # or as assigned by ATC.

## RADAR REQUIRED

MSA DEN 25 NM

ALTERNATE  
MISSED APCH FIX

CEDUK  
DVV 25.5

$\frac{1}{14.7}$  DVV  
Chan 94

ELEV 5431	D
-----------	---

HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R

DENVER, COLORADO

Amdt 4 23SEP10

39°52'N-104°40'W

DENVER INTL (DEN)

ILS RWY 35L (CAT II)

SW-1. 23 SEP 2010 to 21 OCT 2010

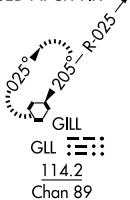
LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>352°</b>	Rwy Idg <b>12000</b> TDZE <b>5431</b> Apt Elev <b>5431</b>
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# ILS RWY 35L (CAT III)

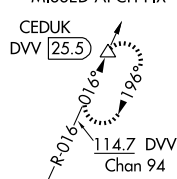
## DENVER INTL (DEN)

<b>Simultaneous approach authorized with Rwy 34R and Rwy 35R.</b>		<b>ALSF-2</b> 	<b>MISSED APPROACH:</b> Climb to 10000, then right turn direct GLL VORTAC and hold, or as directed by ATC.	
<b>ATIS</b> <b>125.6 379.9</b>	<b>DENVER APP CON</b> <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	<b>DENVER TOWER</b> <b>133.3 322.45</b>	<b>GND CON</b> <b>121.85 377.1</b>	<b>CLNC DEL</b> <b>118.75</b>

MISSED APCH FIX

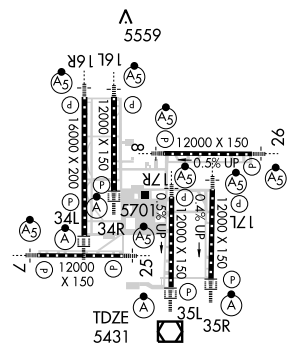


ALTERNATE MISSED APCH FIX



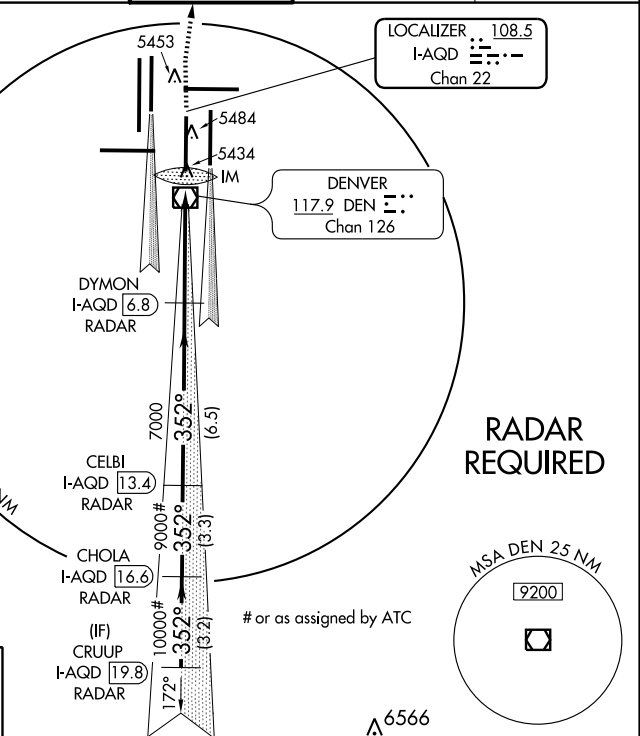
ELEV 5431

D



HIRL all Rwy's

TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



RADAR REQUIRED

# or as assigned by ATC

10000	GILL	# or as assigned by ATC	CELBI	CHOLA	CRUUP
	I-AQD [6.8]		I-AQD [13.4]	I-AQD [16.6]	I-AQD [19.8]
	RADAR		RADAR	RADAR	RADAR
5431 MSL	5533	7000	9000#	10000#	11000#
1101'	863'	4.6 NM	6.5 NM	3.3 NM	3.2 NM
CATEGORY	A	B	C	D	
S-ILS 35L		CAT IIIa	RVR 07		
S-ILS 35L		CAT IIIb	RVR 03		
S-ILS 35L		CAT IIIc	NA		

### CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-DPP <b>110.15</b> Chan <b>38(Y)</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5367</b> <b>5431</b>
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# ILS RWY 35R (CAT II)

## DENVER INTL (DEN)

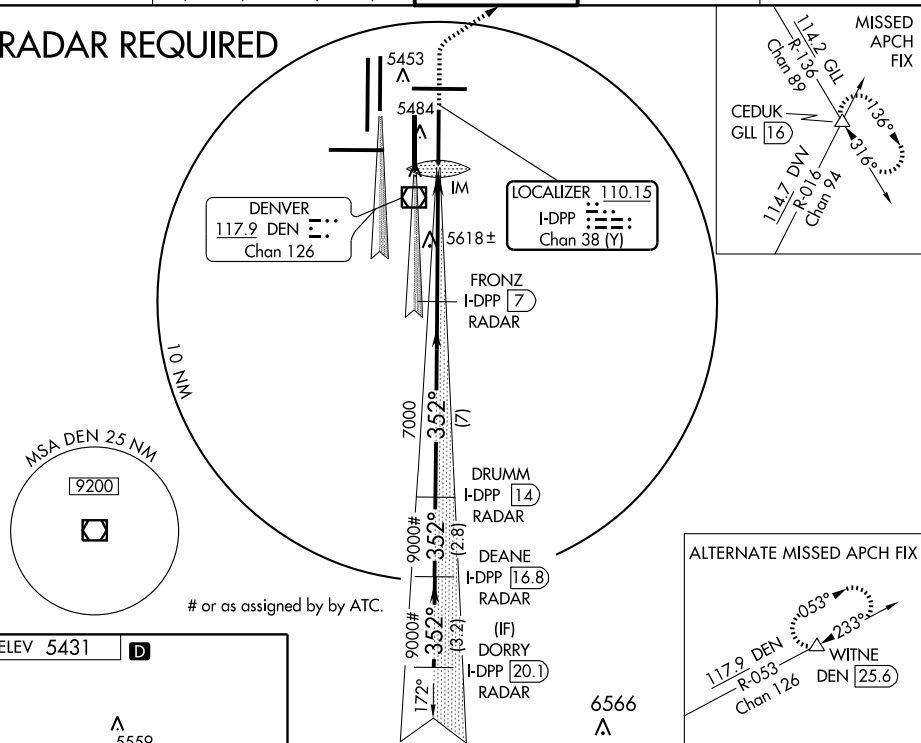
**Simultaneous approach authorized with Rwy 34R and Rwy 35L.**  
RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



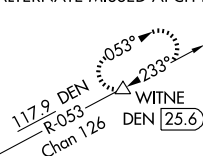
**MISSED APPROACH:** Climb to 5800 then climbing right turn to 10000 via heading 045° and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold, or as directed by ATC.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 256.85</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>
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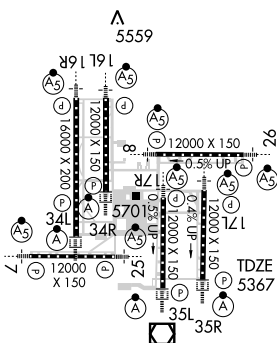
## RADAR REQUIRED



### ALTERNATE MISSED APCH FIX



ELEV 5431 **D**



5800 ↑	10000 hdg R-136 045°	GLL R-136	CEDUK △	VGSI and ILS glidepath not coincident. # or as assigned by by ATC.			
				FRONZ I-DPP 7 RADAR	DRUMM I-DPP 14 RADAR	DEANE I-DPP 16.8 RADAR	DORRY I-DPP 20.1 RADAR
CATEGORY				A	B	C	D
S-ILS 35R				RA 105/12 100 DA 5467			
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED							

HIRL all Rwys  
TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R

LOC/DME I-DPP <b>110.15</b> Chan <b>38(Y)</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev <b>12000</b> <b>5367</b> <b>5431</b>
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# ILS RWY 35R (CAT III)

## DENVER INTL (DEN)



Simultaneous approach authorized with Rwy 34R and Rwy 35L.

ALSF-2



MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 via heading 045° and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold, or as directed by ATC.

ATIS  
**125.6 379.9**

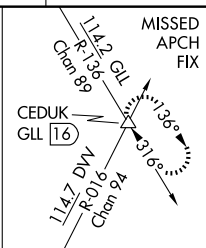
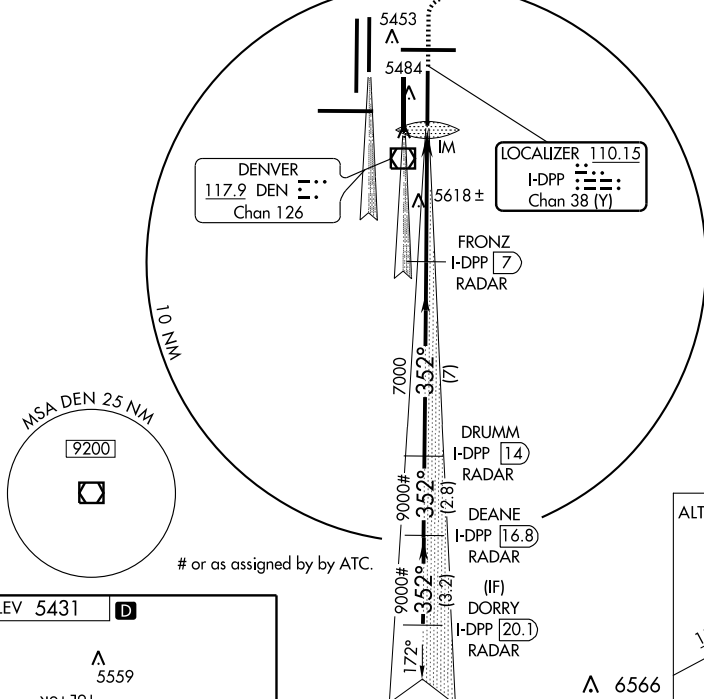
DENVER APP CON  
**119.3 307.3 120.35 379.3**  
(NORTH) (SOUTH)

DENVER TOWER  
**124.3 256.85**

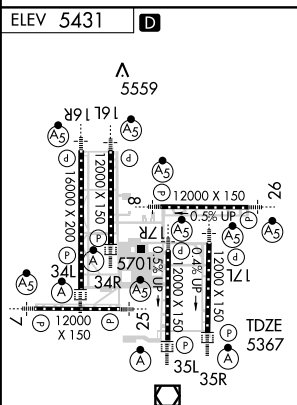
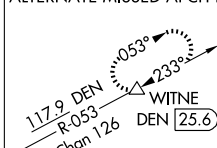
GND CON  
**121.85 377.1**

CLNC DEL  
**118.75**

## RADAR REQUIRED



### ALTERNATE MISSED APCH FIX



HIRL all Rwys  
TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R

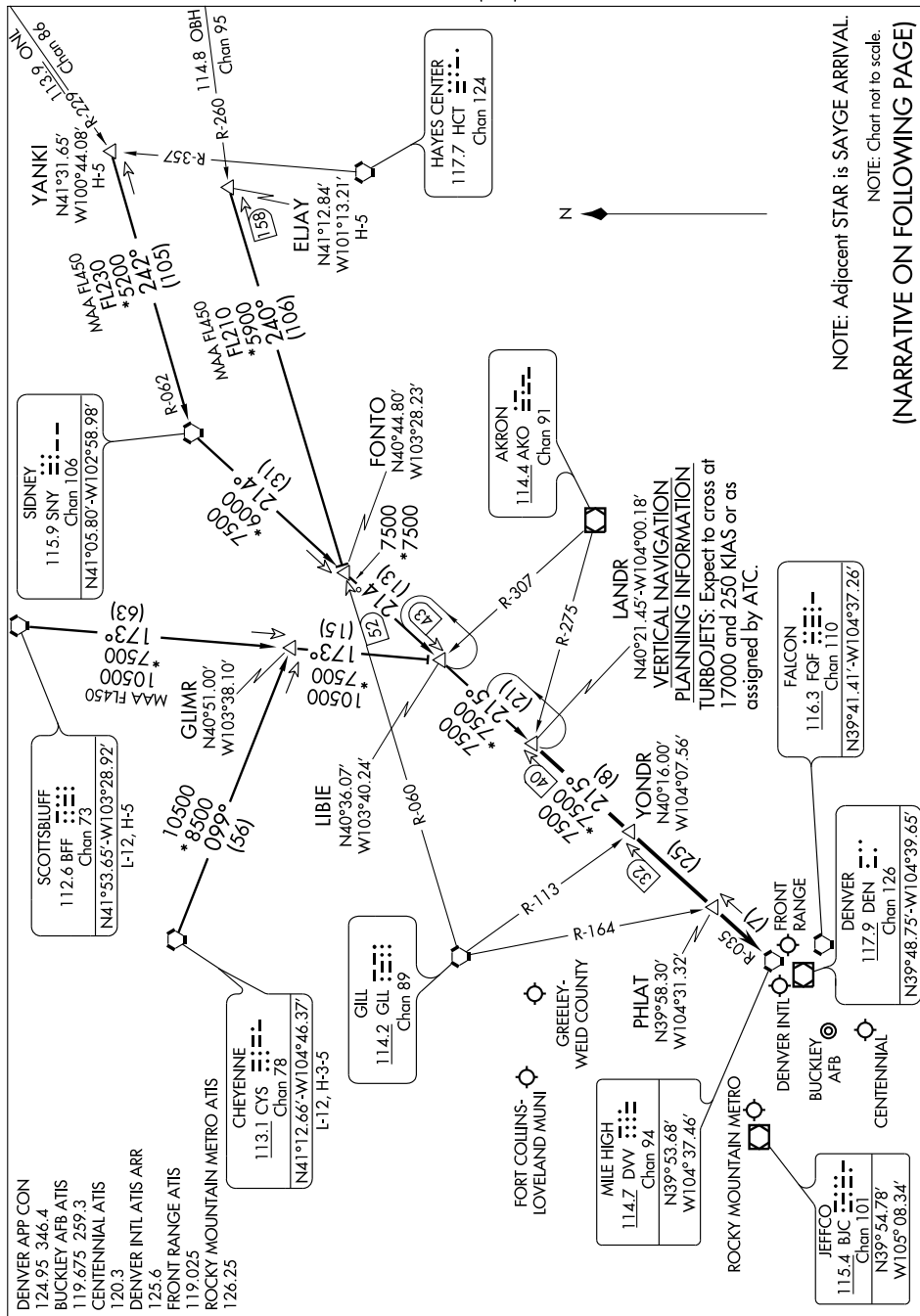
5800	10000	GLL	CEDUK	# or as assigned by ATC.	DRUMM	DEANE	DORRY
↑	hdg 045°	R-136	△		I-DPP 14	I-DPP 16.8	I-DPP 20.1
VGSI and ILS glidepath not coincident.							
5367 MSL	5471	7000	9000#	352°	9000#	9000#	9000#
1126'	857'	4.8 NM	7 NM	2.8 NM	3.2 NM		
CATEGORY	A	B	C	D			
S-ILS 35R		CAT IIIa	RVR 07				
S-ILS 35R		CAT IIIb	RVR 03				
S-ILS 35R		CAT IIIc	NA				

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

## LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

## LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER, COLORADO

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



DENVER APP CON  
120.35 379.3  
BUCKLEY AFB ATIS  
119.675 259.3  
CENTENNIAL ATIS  
120.3  
DENVER INTL ATIS ARR  
125.6  
FRONT RANGE ATIS  
119.025  
ROCKY MOUNTAIN METRO ATIS  
126.25

GILL  
114.2 GLL :==:  
Chan 89  
N40°30.23'-W104°3

FORT COLLINS-  
LOVELAND MUNI 


GREELEY-  
WELD COUNTY

DENVER  
117.9 DEN  $\overline{\text{---}}$   $\overline{\text{---}}$   $\overline{\text{---}}$   
Chan 126  
N39°48.75'-W104°

MOUNTAIN  
METRO

DENVER

FRONT  
RANGE


115.4 BJC   
Chan 101

HUUGE  
N39°34.72'  
W104°47.91'

PAYDD  
N39°24.10'  
W105°04.73'

FALCON  
116.3 FQF  $\frac{2}{3} \frac{2}{3} \frac{2}{3} \frac{2}{3}$  -  
Chan 110  
N39°41.41'  
W104°37.26'

LARKS  
N39°15.44'-W105°18.31'  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
TURBOJETS: Expect to cross  
17000 and 250 KIAS or as  
assigned by ATC.

RED TABLE  
113.0 DBL   
Chan 77

BLUE MESA  
114.9 HBU ÷  
Chan 96

BLACK FOREST  
112.5 BRK   
Chan 72

MAA FL450  
FL200  
\*15400  
— 262° —  
(74)

PUEBLO  
7 PUB :  
Chan 114  
7.66'-W104°2  
L-10. H-5

RATTLESNAKE  
115.3 RSK   
Chan 100  
N36°44.90'-W108°05.93'

ALAMOSA  
113.9 ALS  $\begin{smallmatrix} \cdot \\ \cdot \\ \cdot \end{smallmatrix} \cdot \cdot$   
Chan 86  
7°20.95'-W105°48.93'  
L-8-9, H-4-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## LARKS SIX ARRIVAL

(LARKS.LARKS6) 09351

DENVER, COLORADO

SW-1. 23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

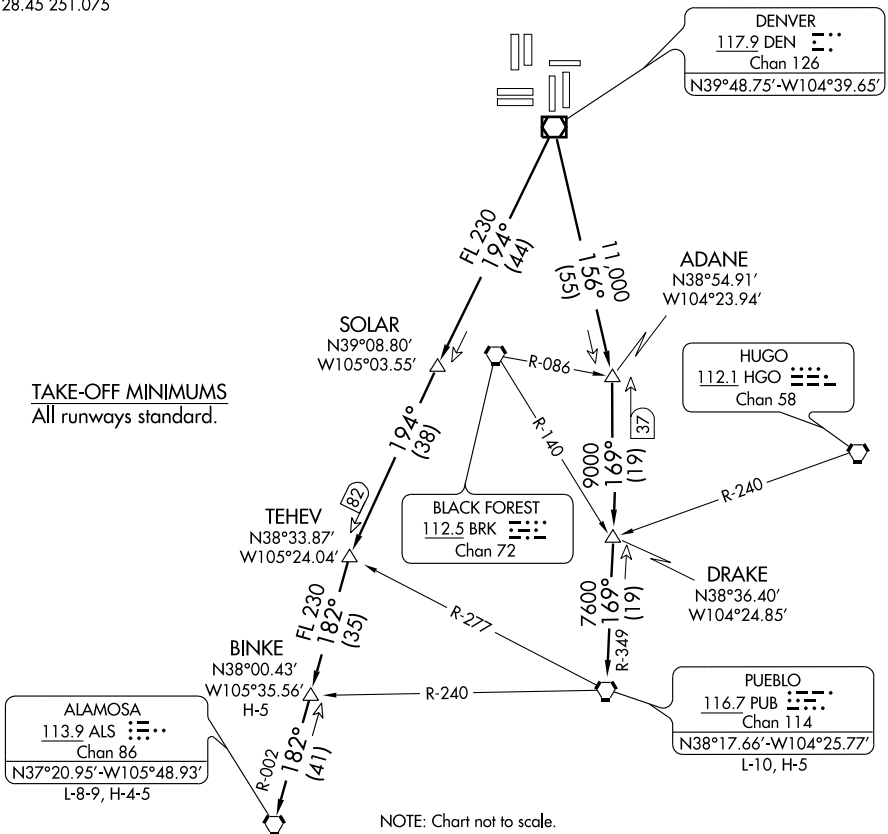
## PIKES FOUR DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

ATIS DEP 134.025  
CLNC DEL  
118.75  
DENVER DEP CON  
128.45 251.075

TAKE-OFF MINIMUMS  
All runways standard.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10,000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.  
**LOST COMMUNICATIONS:** If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

**ALAMOSA TRANSITION (PIKES4.ALS):** From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

**BINKE TRANSITION (PIKES4.BINKE):** From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

**PUEBLO TRANSITION (PIKES4.PUB):** From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

## PIKES FOUR DEPARTURE

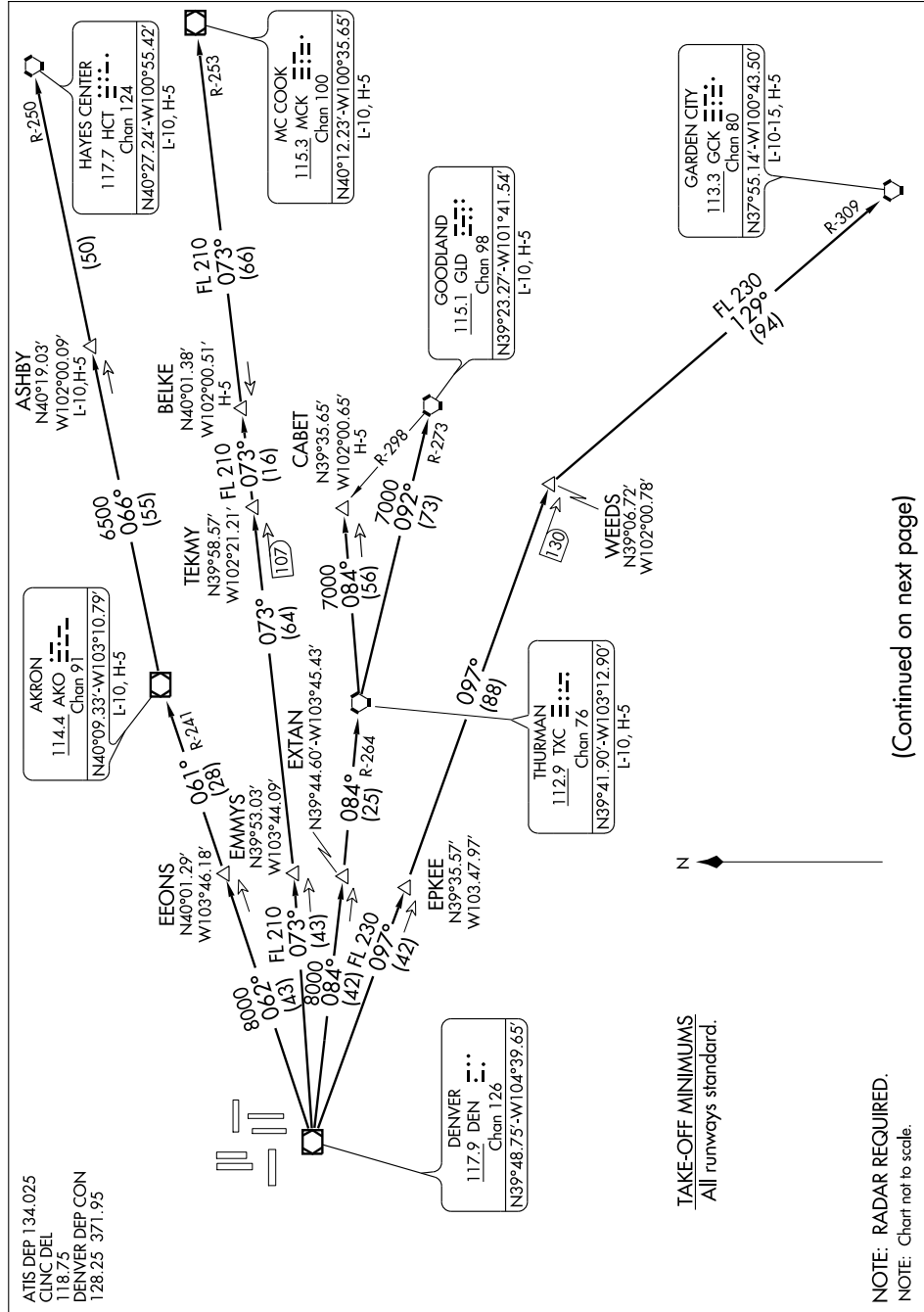
(PIKES4.DEN) 07298

DENVER, COLORADO  
DENVER INTL (DEN)

SW-1, 23 SEP 2010 to 21 OCT 2010

## PLAINS FOUR DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

## PLAINS FOUR DEPARTURE

(PLAIN4.DEN) 07298

DENVER, COLORADO  
DENVER INTL (DEN)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10,000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 23 SEP 2010 to 21 OCT 2010

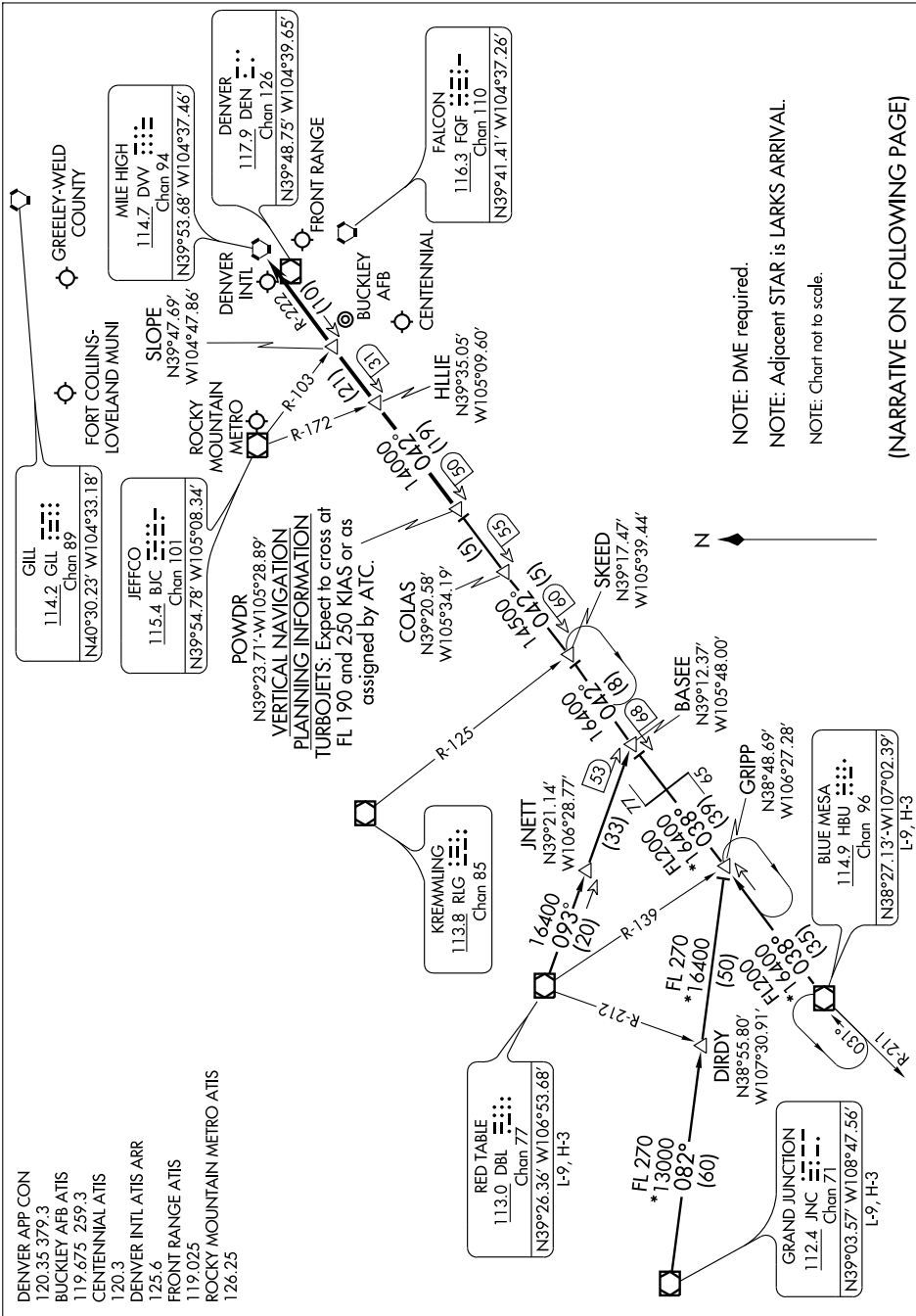
SW-1, 23 SEP 2010 to 21 OCT 2010

## POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



SW-1, 23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIFF INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

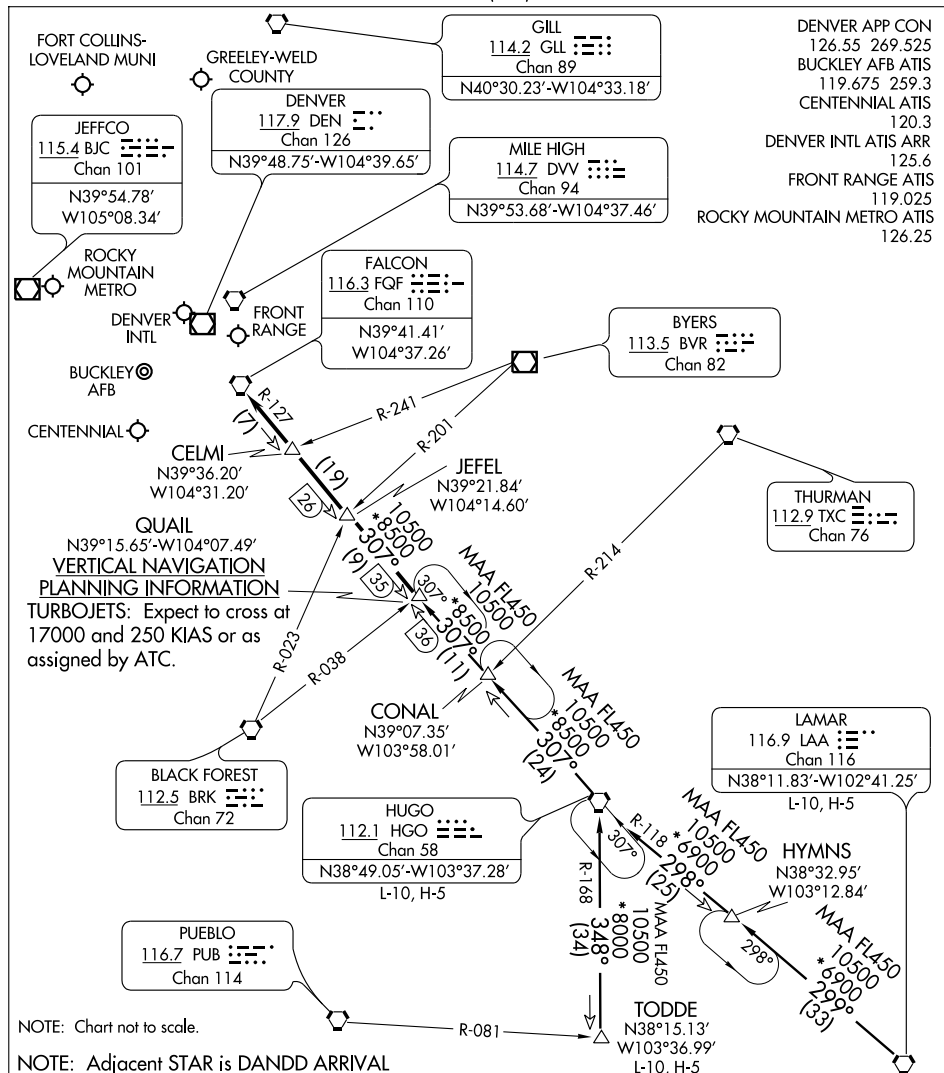
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC.

Expect radar vectors to the final approach course at or before FQF VORTAC.

## QUAIL SIX ARRIVAL

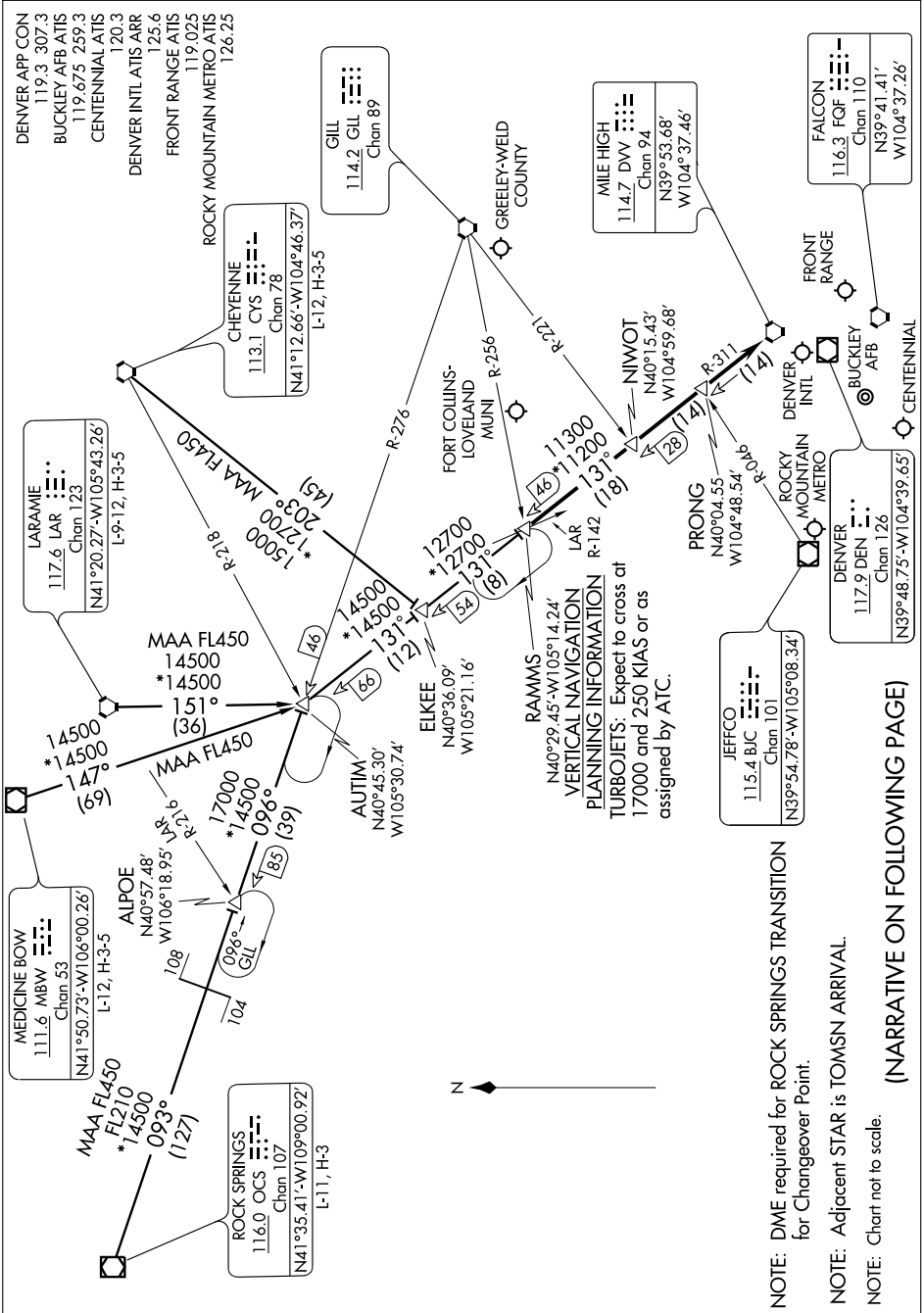
DENVER, COLORADO



## RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS <b>079°</b>	Rwy Idg TDZE <b>12000</b> Apt Elev <b>5348</b>
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# RNAV (GPS) RWY 7

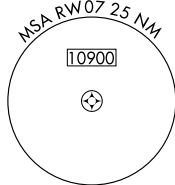
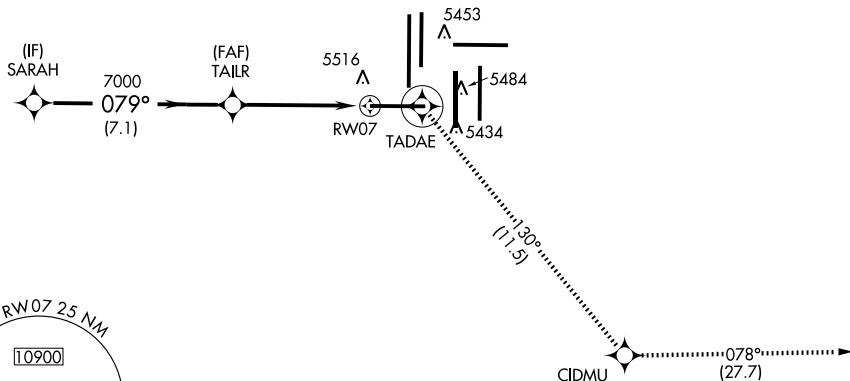
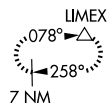
DENVER INTL (DEN)



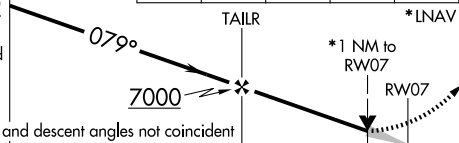
<b>V</b> <b>Δ</b> NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro/VNAV NA below -25°C (-13°F). For inoperative MALSR increase LNAV Cat D visibility to RVR 6000.	MALSR 	MISSED APPROACH: Climb to 10000 via 079° course to TADAE WP then 130° track to CIDMU WP then 078° track to LIMEX WP and hold.
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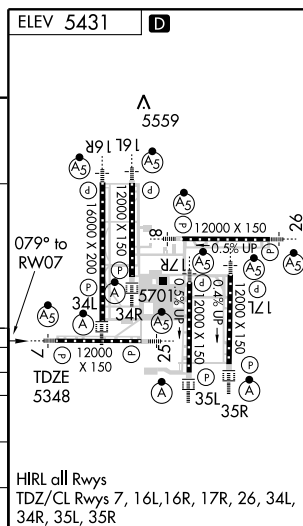
ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 273.55</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>
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## RADAR REQUIRED

MISSED APCH FIX


 $\Delta 6270 \pm$ 

SARAH		10000 ↑ 079°	TADAE 	130° track	CIDMU 	078° track	LIMEX △
# <u>9000</u>	*LNAV only						
#or as assigned by ATC							
GS 3.00° TCH 61	VGSJ and descent angles not coincident						
	7.1 NM		3.9 NM		1 NM		
CATEGORY	A		B		C		D
GLS/PA DA	NA						
LNAV/ VNAV DA	5740/40 392 (400-¾)						
LNAV MDA	5740/24 392 (400-½)					5740/50 392 (400-1)	
CIRCLING	NA						



APP CRS	Rwy Idg	<b>12000</b>
<b>079°</b>	TDZE	<b>5351</b>
	Apt Elev	<b>5431</b>

RNAV (GPS) RWY 8  
DENVER INTL (DEN)

DENVER INTL (DEN)

**A** NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR



**MISSED APPROACH:** Climb to 10000 via 080° course to OLDAE WP then 038° track to WITNE WP and hold.

ATIS  
125.6 379.9

DENVER APP CON			
119.3	307.3	120.35	379.3
(NORTH)		(SOUTH)	

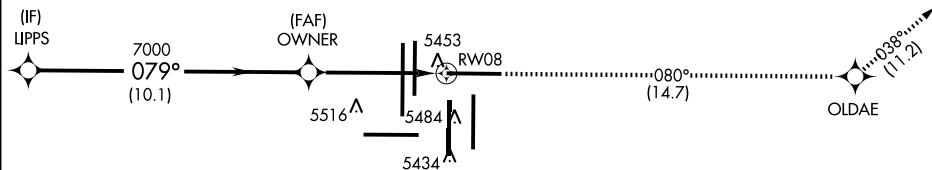
DENVER TOWER  
124.3 256.85

GND CON  
121,85 377,1

CLNC DEL  
118.75

Λ 6249

MISSED APCH FIX



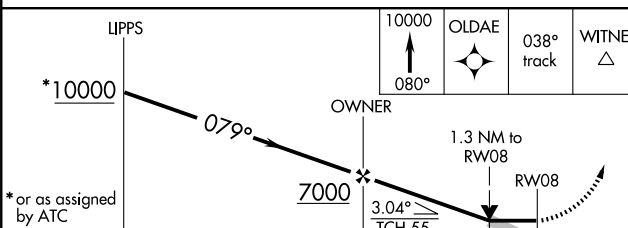
MSA RW08 25 NM

9700

## RADAR REQUIRED

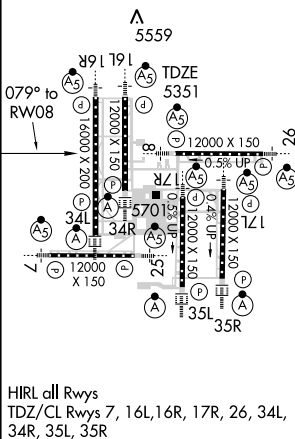
ELEV 5431

**D**



\* or as assigned by ATC

CATEGORY	A	B	C	D
LNAV MDA	5820/24	469 (400-½)	5820/40 469 (400-¾)	5820/50 469 (400-1)
CIRCLING	NA			



HIRL all Rwys  
TDZ/CL Rwys  
34R, 35L, 35R

DENVER, COLORADO

Orig 09127

39°52'N-104°40'W

DENVER INTL (DEN)

RNAV (GPS) RWY 8

SW-1. 23 SEP 2010 to 21 OCT 2010

## RNAV (GPS) RWY 16L

DENVER INTL (DEN)

APP CRS	Rwy ldg	<b>12000</b>
<b>170°</b>	TDZE	<b>5354</b>
	Apt Elev	<b>5431</b>

**V** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**Δ** NA

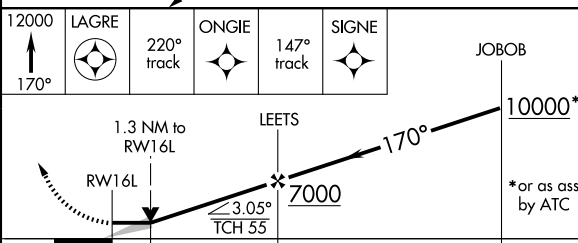
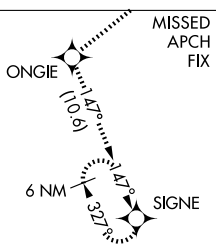
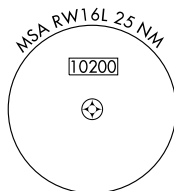
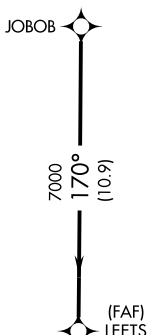


MISSED APPROACH: Climb to 12000 via 170° course to LAGRE WP, then 220° track to ONGIE WP, then 147° track to SIGNE WP and hold.

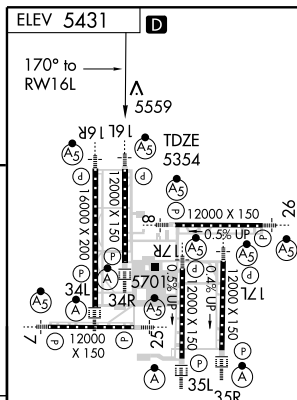
ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>
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## RADAR REQUIRED

A 6249



CATEGORY	A	B	C	D
LNAV MDA	5820/24 466 (400-½)	5820/40 466 (400-¾)	5820/50 466 (400-1)	
CIRCLING	NA			



HIRL all Rwy  
 TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

## RNAV (GPS) RWY 16R

DENVER INTL (DEN)

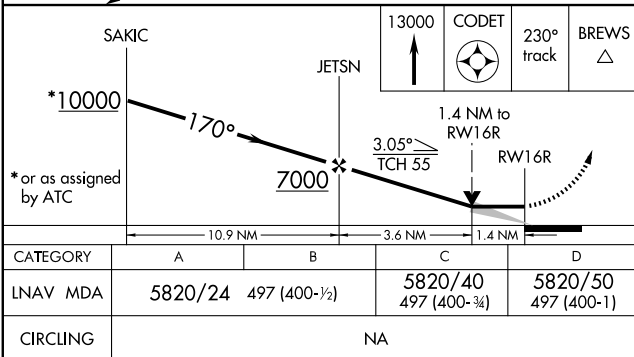
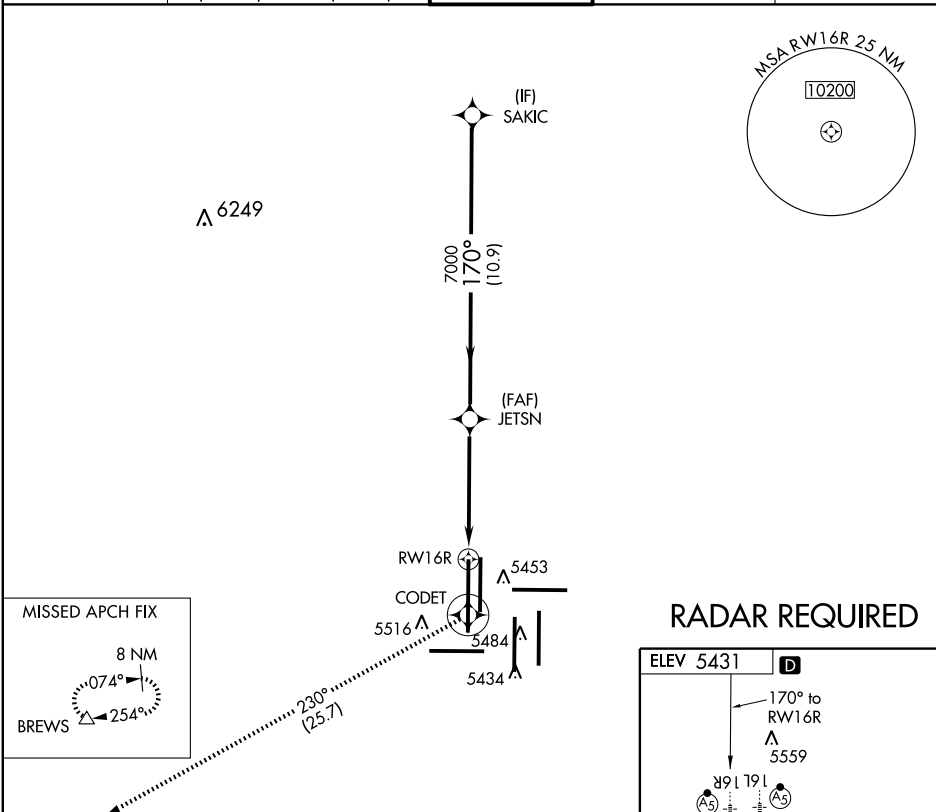
APP CRS <b>170°</b>	Rwy Idg TDZE Apt Elev	<b>16000</b> <b>5323</b> <b>5431</b>
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**V** NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

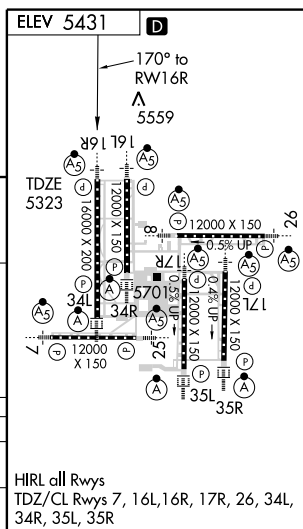


MISSED APPROACH: Climb to 13000 direct CODET WP and via 230° track to BREWS WP and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>
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## RADAR REQUIRED



# RNAV (GPS) RWY 17L

DENVER INTL (DEN)

APP CRS	Rwy Idg	<b>12000</b>
<b>170°</b>	TDZE	<b>5335</b>
	Apt Elev	<b>5431</b>

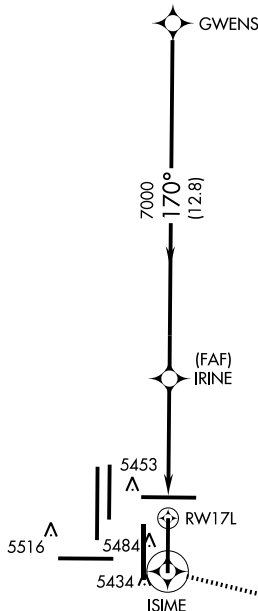
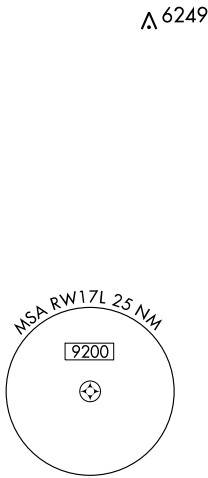
**V** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**Δ** NA Baro-VNAV NA below -25°C (-13°F).  
 For inoperative MALSR increase LNAV CAT D visibility to RVR 6000.



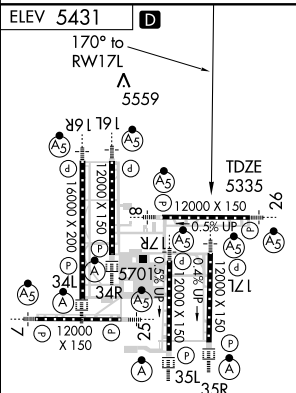
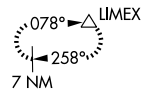
MISSED APPROACH: Climb to 10000 via 170° course to ISIME WP, then via 093° track to LIMEX WP and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 256.85</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>
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## RADAR REQUIRED



### MISSED APCH FIX



HIRL all Rwys  
 TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

10000	ISIME	093° track	LIMEX	# or as assigned by ATC	GWENS
170°					9000#
*LNAV only					
	*1.1 NM to RW17L		IRINE	170°	7000
	1.1	3.9 NM	12.8 NM		GS 3.00° TCH 55
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	5700/40 365 (300-¾)				
LNAV MDA	5720/24	385 (300-½)		5720/50	385 (300-1)
CIRCLING	NA				





APP CRS <b>260°</b>	Rwy ldg TDZE <b>5352</b> Apt Elev <b>5431</b>	<b>12000</b>
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# RNAV (GPS) RWY 25

DENVER INTL (DEN)



DME/DME RNP-0.3 NA.

MALS



MISSED APPROACH: Climb to 12000 via 260° course to GIVTE WP, then via 305° track to HYGEN WP and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 273.55</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>
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MISSED APCH FIX

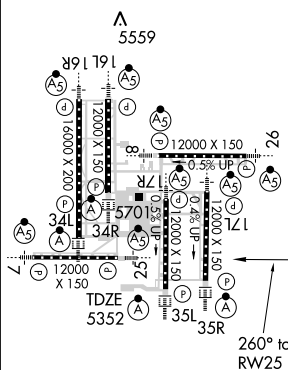


RADAR REQUIRED



ELEV 5431

D



HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R

DENVER, COLORADO

Orig-A 09127

39°52'N-104°40'W

# RNAV (GPS) RWY 25

DENVER INTL (DEN)

12000	GIVTE	305° track	HYGEN	VGSI and descent angles not coincident.	ETHAL
260°					
	1.2 NM to RW25				
	RW25				
	1.2	3.7 NM			
CATEGORY	A	B	C	D	
LNAV MDA	5780/24	428 (400-½)	5780/40 428 (400-¾)	5780/50 428 (400-1)	
CIRCLING	NA				

10000\*

\*or as assigned by ATC.

MSA RW25 25 NM

9800

6236

APP CRS <b>260°</b>	Rwy Idg <b>12000</b>
	TDZE <b>5306</b>
	Apt Elev <b>5431</b>

**RNAV (GPS) RWY 26**

DENVER INTL (DEN)

**V** GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.  
**NA** Baro/VNAV NA below -25°C (-13°F).  
 For inoperative MALSR increase LNAV/VNAV Cat D  
 visibility to RVR 5000.

MALSR



MISSED APPROACH: Climb to 11000 via 260° course  
 to GUNSE WP, then via 314° track to NIWOT WP  
 and hold.

ATIS  
**125.6 379.9**

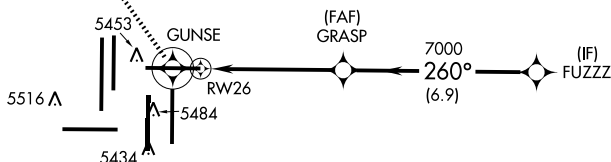
DENVER APP CON  
**119.3 307.3 120.35 379.3**  
 (NORTH) (SOUTH)

DENVER TOWER  
**124.3 256.85**

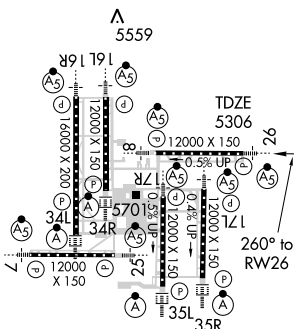
GND CON  
**121.85 377.1**

CLNC DEL  
**118.75**

MISSED APCH FIX


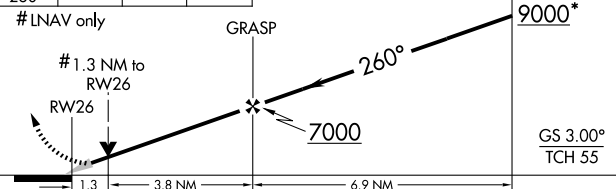
**RADAR REQUIRED**

ELEV 5431

**D**

HIRL all Rwys  
 TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L,  
 34R, 35L, 35R

**△ 6144**

11000 ↑ 260°	GUNSE 	314° track	NIWOT △	*or as assigned by ATC	FUZZ
# LNAV only					
					
CATEGORY	A		B	C	D
GLS PA DA	NA				
LNAV/ VNAV	DA	5580/24 274 (200-½)			5580/40 274 (200-¾)
LNAV MDA	5760/24 454 (400-½)		5760/40 454 (400-¾)		5760/50 454 (400-1)
CIRCLING	NA				

WAAS CH <b>45619</b> <b>W34A</b>	APP CRS <b>350°</b>	Rwy Idg TDZE <b>5327</b> Apt Elev <b>5431</b>
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# RNAV (GPS) RWY 34L

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).  
DME/DME RNP- 0.3 NA.

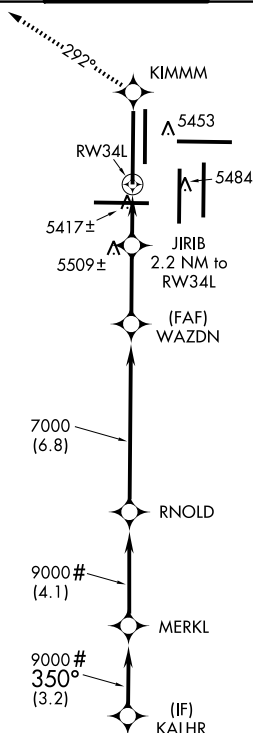
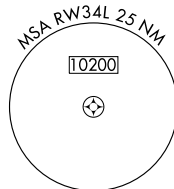
ALSF-2



MISSED APPROACH: Climb to 12000 direct KIMMM and on track 292° to HYGEN and hold, continue climb-in-hold to 12000.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>127.5 379.175</b>	CLNC DEL <b>118.75</b>
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MISSED APCH FIX



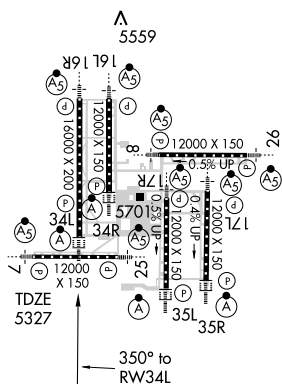
# or as assigned by ATC

## RADAR REQUIRED

ELEV 5431



HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



12000	KIMMM	tr 292°	HYGEN	# or as assigned by ATC	KALHR
*LNAV only	JIRIB 2.2 NM to RW34L	WAZDN	RNOLD	MERKL	10000#
RW34L	6080*	7000	350°	9000#	9000#
2.2 NM	2.8 NM	6.8 NM	4.1 NM	3.2 NM	GS 3.00° TCH 50
CATEGORY	A	B	C	D	
LPV DA	5527/24	200 (100-½)			
LNAV/VNAV DA	5771/50	444 (400-1)			
LNAV MDA	5940/24	613 (600-½)	5940/60 613 (600-¼)	5940-1½ 613 (600-1½)	

DENVER, COLORADO

Amdt 1 23SEP10

39°52'N-104°40'W

DENVER INTL (DEN)

# RNAV (GPS) RWY 34L

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>90318</b> <b>W34B</b>	APP CRS <b>350°</b>	Rwy Idg <b>12000</b> TDZE <b>5351</b> Apt Elev <b>5431</b>
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## RNAV (GPS) RWY 34R

DENVER INTL (DEN)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).  
DME/DME RNP-0.3 NA.

ALSF-2



**MISSED APPROACH:** Climb to 12000 direct CAL and on track 290° to HYGEN and hold, continue climb-in-hold to 12000.

ATIS  
125.6 379.9

DENVER APP CON

119.3	307.3	120.35	379.3
(NORTH)		(SOUTH)	

DENVER TOWER  
135.3 351.95

GND CON  
127.5 379.175

CLNC DEL  
**118.75**

MISSED APCH FIX

CALT|

RW34

5453

5484

(FAF)  
CORDE

391 +

691 ±

7000

(6.9)

RLESS

9000 #

(4.7) -

BENGL

9000 #

350°  
(3 2) -

(IF)  
BOOBU

# or as assigned by ATC

## RADAR REQUIRED

ELEV 5431

**D**

HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R

Λ  
5559

[illegible]

350° to  
RW34R

12000 ↑	CALTI ✦	tr 290°	HYGEN △	VGSI and RNAV glidepath not coincident.			BOOBU
*RNAV only				CORDE 7000	RESS 9000#	BENGL 9000#	10000#
				# or as assigned by ATC	GS 3.00° TCH 59		
CATEGORY	A		B		C		D
LPV DA			5551/24		200 (200-½)		
RNAV/VNAV DA			5911-1½		560 (500-½)		
RNAV MDA	5960/24	609 (600-½)	5960/60 609 (600-1¼)		5960-1½ 609 (600-1½)		

DENVER, COLORADO

Amdt 1 23SEP10

39°52'N-104°40'W

DENVER INTL (DEN)

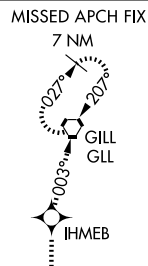
RNAV (GPS) RWY 34R

SW-1. 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

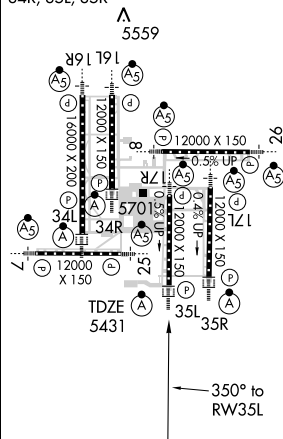
RNAV (GPS) RWY 35L  
DENVER INTL (DEN)

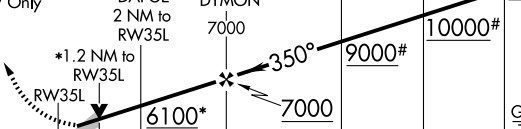
**MISSED APPROACH:** Climb to 10000 direct IHMEB and on track 003° to GLL VORTAC and hold.

CLNC DEL  
118.75

## RADAR REQUIRED

HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L,  
34R, 35L, 35R



10000 ↑	IHMEB ✱	tr 003° ◡	GLL ◡	# or as assigned by ATC	CRUUP
*LNAV Only		DAPGE 2 NM to RW35L	DYMON 7000	CELBI 9000#	CHOLA 10000#
					
CATEGORY	A B C D				
LPV DA	5631/24 200 (200-½)				
LNAV/ VNAV DA	5715/24 284 (300-½)				5715/40 284 (300-¾)
LNAV MDA	5860/24 429 (500-½)			5860/40 429 (500-¾)	5860/50 429 (500-1)

RNAV (GPS) RWY 35L

SW-1. 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>45719</b> <b>W35B</b>	APP CRS <b>350°</b>	Rwy Idg TDZE Apt Elev <b>12000</b> <b>5367</b> <b>5431</b>
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# RNAV (GPS) RWY 35R

DENVER INTL (DEN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

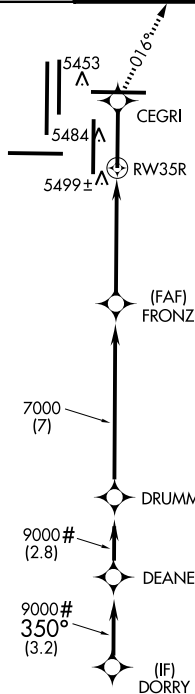
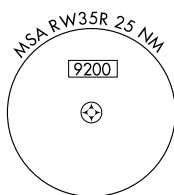
ALSF-2



MISSED APPROACH: Climb to 10000 direct CEGRI and on track 016° to CEDUK and hold.

ATIS <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 256.85</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>
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MISSED APCH FIX

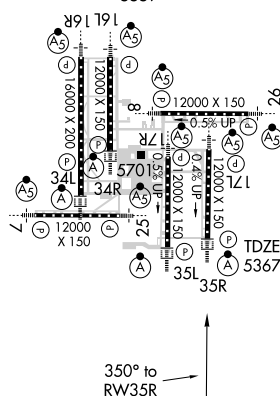


## RADAR REQUIRED

ELEV 5431



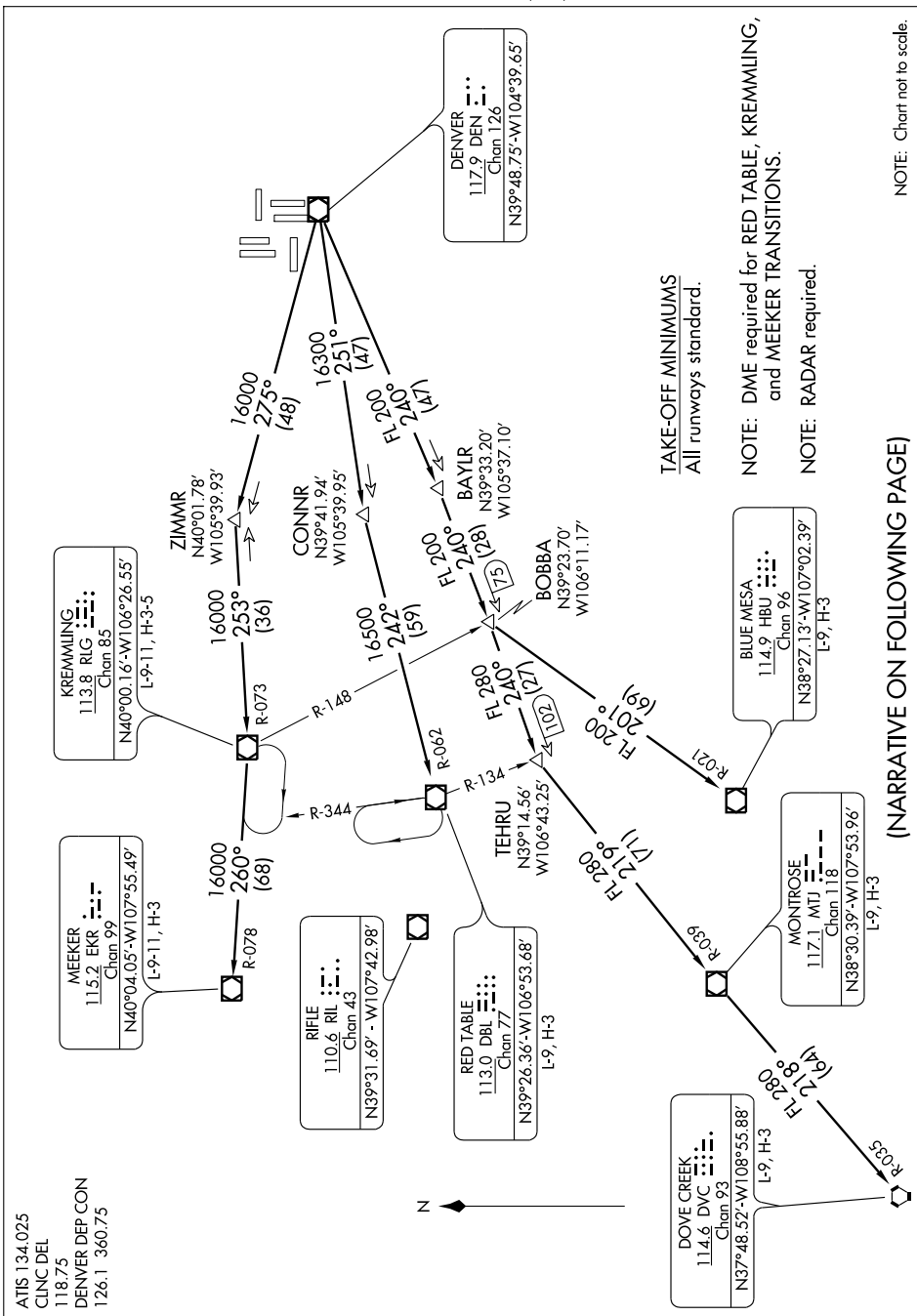
HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R  
5559



10000 ↑	CEGRI ✧	tr 016°	CEDUK △	VGSI and RNAV glidepath not coincident.			
* LNAV only				FRONZ	DRUMM	DEANE	DORRY
* 1.6 NM to RW35R				7000	9000#	9000#	9000#
RW35R ↙				7000		# or as assigned by ATC	GS 3.00° TCH 59
1.6				3.3 NM	7 NM	2.8 NM	3.2 NM
CATEGORY		A		B	C		D
LPV DA		5567/24 200 (200-½)					
LNAV/ VNAV DA		5788/50 421 (400-1)					
LNAV MDA		5940/24	573 (600-½)		5940/50 573 (600-1)	5940/60 573 (600-¼)	

# or as assigned by ATC

GS 3.00°  
TCH 59





## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

## TAKE-OFF OBSTACLE NOTES

RWY 8: Multiple trees beginning 115' from DER, 444' right of centerline, up to 100' AGL/5389' MSL.

RWY 16L: Tower 4722' from DER, 1359' left of centerline, 153' AGL/5473' MSL.

Antenna on OL tower 4746' from DER, 1358' left of centerline, 153' AGL/5473' MSL.

RWY 17L: Multiple trees beginning 247' from DER, 543' right of centerline, up to 100' AGL/5489' MSL.

RWY 17R: Multiple trees beginning 1457' from DER, 759' right of centerline, up to 100' AGL/5529' MSL.

RWY 25: Multiple trees beginning 303' from DER, 557' right of centerline, up to 100' AGL/5439' MSL.

RWY 34L: Multiple trees beginning 273' from DER, 537' right of centerline, up to 100' AGL/5399' MSL.

RWY 34R: Multiple trees beginning 471' from DER, 580' right of centerline, up to 100' AGL/5449' MSL.

RWY 35L: Terrain beginning 149' from DER, 34' right of centerline, up to 5414' MSL.



## ST-9077 (FAA)

DENVER, COLORADO

SW-1. 23 SEP 2010 to 21 OCT 2010



NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

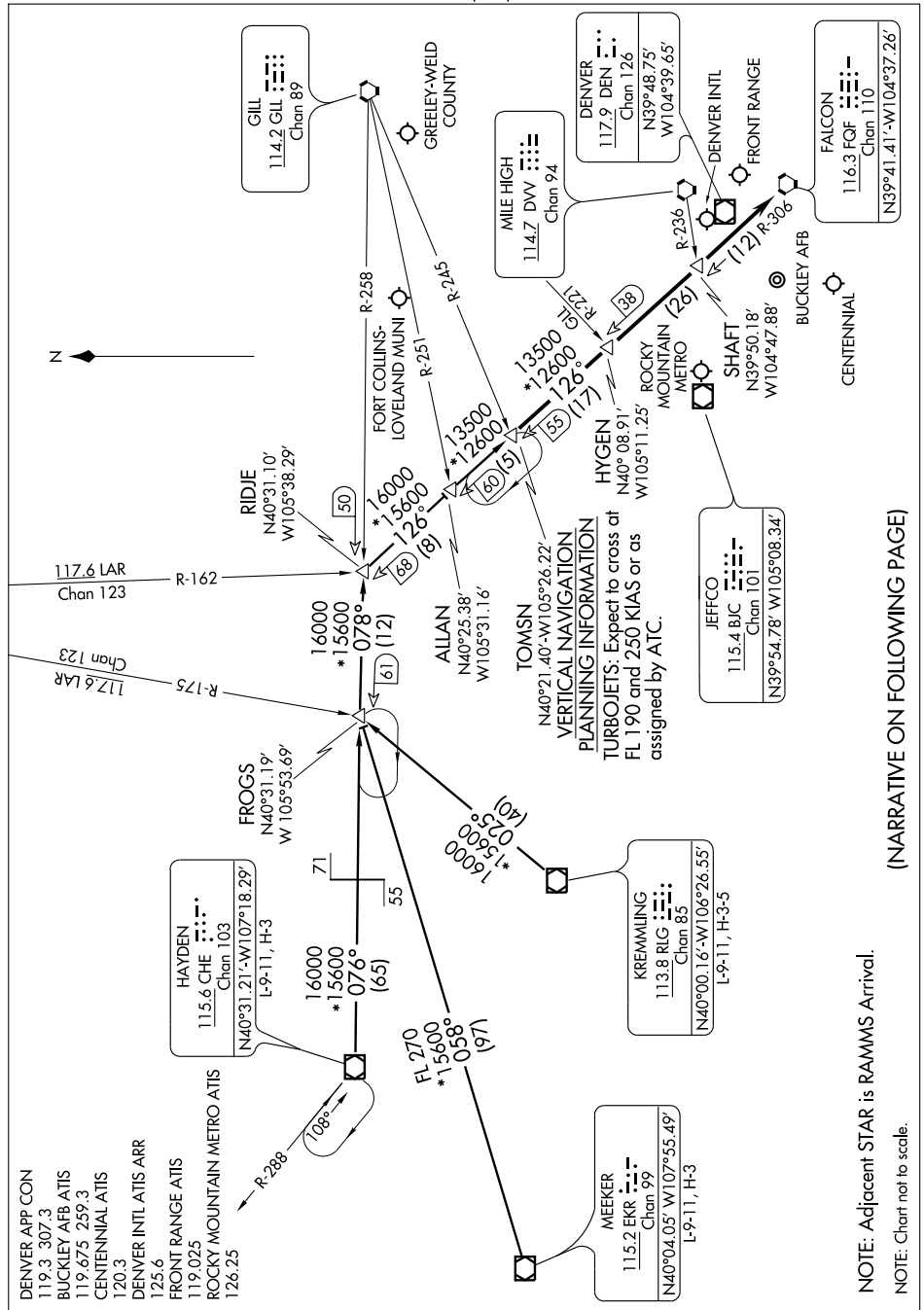
SW-1, 23 SEP 2010 to 21 OCT 2010

TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

TOMSN FOUR ARRIVAL

DENVER, COLORADO

## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

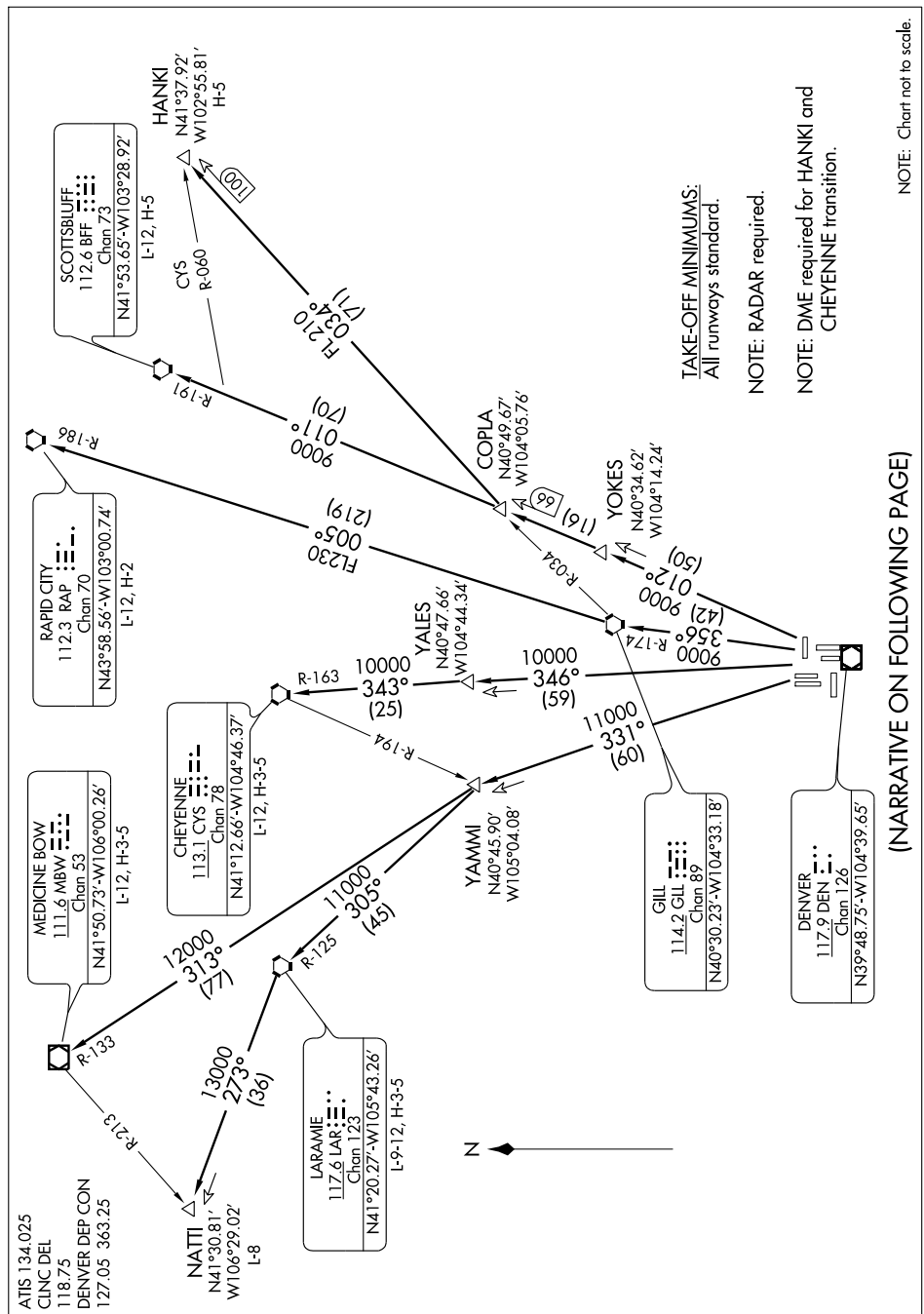
....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

# YELLOWSTONE SIX DEPARTURE

SW-1, 23 SEP 2010 to 21 OCT 2010



SW-1, 23 SEP 2010 to 21 OCT 2010

# YELLOWSTONE SIX DEPARTURE

## YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLOW6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLOW6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLOW6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLOW6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLOW6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLOW6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLOW6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

## TAKE-OFF OBSTACLE NOTES

RWY 8: Multiple trees beginning 115' from DER, 444' right of centerline, up to 100' AGL/5389' MSL.

RWY 16L: Tower 4722' from DER, 1359' left of centerline, 153' AGL/5473' MSL.

Antenna on OL tower 4746' from DER, 1358' left of centerline, 153' AGL/5473' MSL.

RWY 17L: Multiple trees beginning 247' from DER, 543' right of centerline, up to 100' AGL/5489' MSL.

RWY 17R: Multiple trees beginning 1457' from DER, 759' right of centerline, up to 100' AGL/5529' MSL.

RWY 25: Multiple trees beginning 303' from DER, 557' right of centerline, up to 100' AGL/5439' MSL.

RWY 34L: Multiple trees beginning 273' from DER, 537' right of centerline, up to 100' AGL/5399' MSL.

RWY 34R: Multiple trees beginning 471' from DER, 580' right of centerline, up to 100' AGL/5449' MSL.

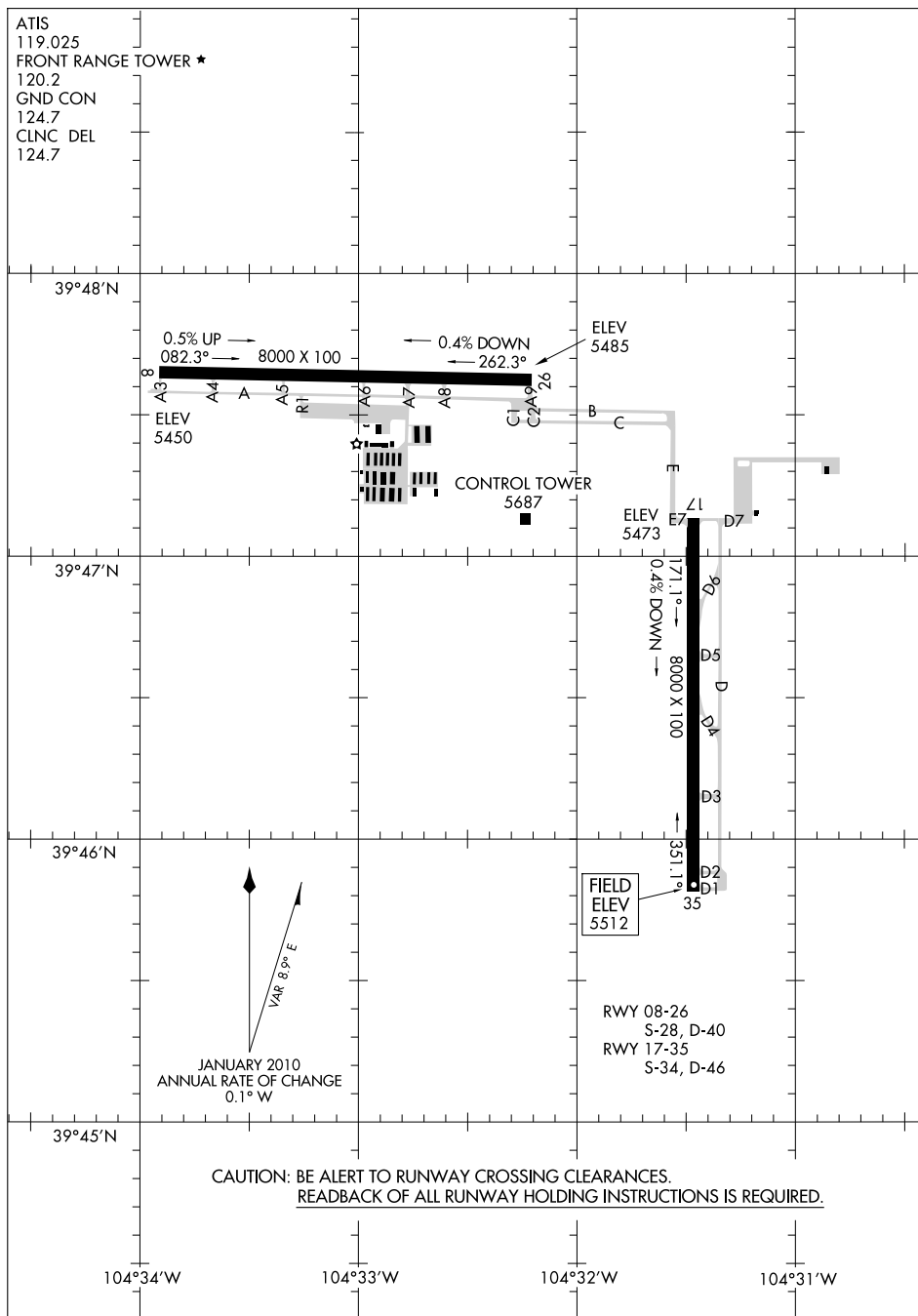
RWY 35L: Terrain beginning 149' from DER, 34' right of centerline, up to 5414' MSL.

## AIRPORT DIAGRAM

AL-6851 (FAA)

DENVER/FRONT RANGE (FTG)  
DENVER, COLORADO

ATIS  
119.025  
FRONT RANGE TOWER ★  
120.2  
GND CON  
124.7  
CLNC DEL  
124.7



SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

DENVER/FRONT RANGE (FTG)  
DENVER, COLORADO

## CONTINUED FROM PRECEDING PAGE

## RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

(H) VORW/DME	117.9	DEN	Chan 126	N39°48.75' W104°39.65'	338° 3.0 NM to fld. 5440/11E.
ILS/DME	111.1	I-LTT	Chan 48	Rwy 16L.	
ILS/DME	111.1	I-OUF	Chan 48	Rwy 34R.	Class IIIE.
ILS/DME	111.9	I-DQQ	Chan 056	Rwy 16R.	
ILS/DME	111.9	I-DXU	Chan 056	Rwy 34L.	Class IIIE.
ILS/DME	108.9	I-FUI	Chan 26	Rwy 08.	
ILS/DME	108.9	I-JOY	Chan 26	Rwy 26.	Class IE.
ILS/DME	108.5	I-ACX	Chan 22	Rwy 17R.	Class IE.
ILS/DME	108.5	I-AQD	Chan 22	Rwy 35L.	
ILS/DME	110.15	I-BXP	Chan 38(Y)	Rwy 17L.	Class IE.
ILS/DME	110.15	I-DPP	Chan 38(Y)	Rwy 35R.	
ILS/DME	111.55	I-DZG	Chan 52(Y)	Rwy 07.	
ILS/DME	111.55	I-ERP	Chan 52(Y)	Rwy 25.	Class IE.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

## FRONT RANGE

(FTG) 19 E UTC-7(-6DT) N39°47.12' W104°32.59'  
 5512 B S4 FUEL 100LL, JET A OX 1, 2 TPA-6500(988) NOTAM FILE FTG

DENVER

H-5A, L-10F, A

IAP, AD

RWY 08-26: H8000X100 (ASPH) S-28, D-40 HIRL

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Rgt tfc. 0.5% up.

RWY 26: MALSR. PAPI(P2L)—GA 3.0° TCH 50'. 0.4% down.

RWY 17-35: H8000X100 (ASPH) S-34, D-46 MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 50'. 0.5% up.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

**AIRPORT REMARKS:** Attended 1400-0400Z†. For svc after hrs call 303-208-8536. 24 hr credit card 100LL self fueling station. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Noise sensitive areas SE, S and SW of arpt. Avoid flights blo 1,000 ft over populated areas. ACTIVATE MIRL Rwy 17-35, HIRL Rwy 08-26, PAPI Rwy 08, Rwy 26, Rwy 17 and Rwy 35 and REIL Rwy 08 and Rwy 17, MALSR Rwy 26 and Rwy 35—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (303) 261-9104.

**COMMUNICATIONS:** CTAF 120.2 ATIS 119.025 UNICOM 122.95.

DENVER APP/DEP CON 128.25 CLNC DEL 121.75 (0400-1400Z‡)

TOWER 120.2 GND CON 124.7 (1400-0400Z‡) CLNC DEL 124.7

**AIRSPACE:** CLASS D svc 1400-0400Z‡ other times CLASS G.

## RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

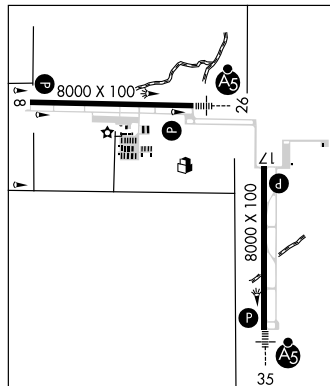
DENVER (H) VORW/DME 117.9 DEN Chan 126 N39°48.75' W104°39.65' 096° 5.7 NM to fld. 5440/11E.

SKIPI NDB (LOM) 321 FT N39°47.51' W104°26.05' 255° 5.1 NM to fld.

ILS/DME 109.3 I-FTG Chan 30 Rwy 26. LOM SKIPI NDB. ILS unmonitored.

ILS/DME 110.9 I-VWT Chan 46 Rwy 35.

ILS/DME 110.9 I-FZR Chan 46 Rwy 17.

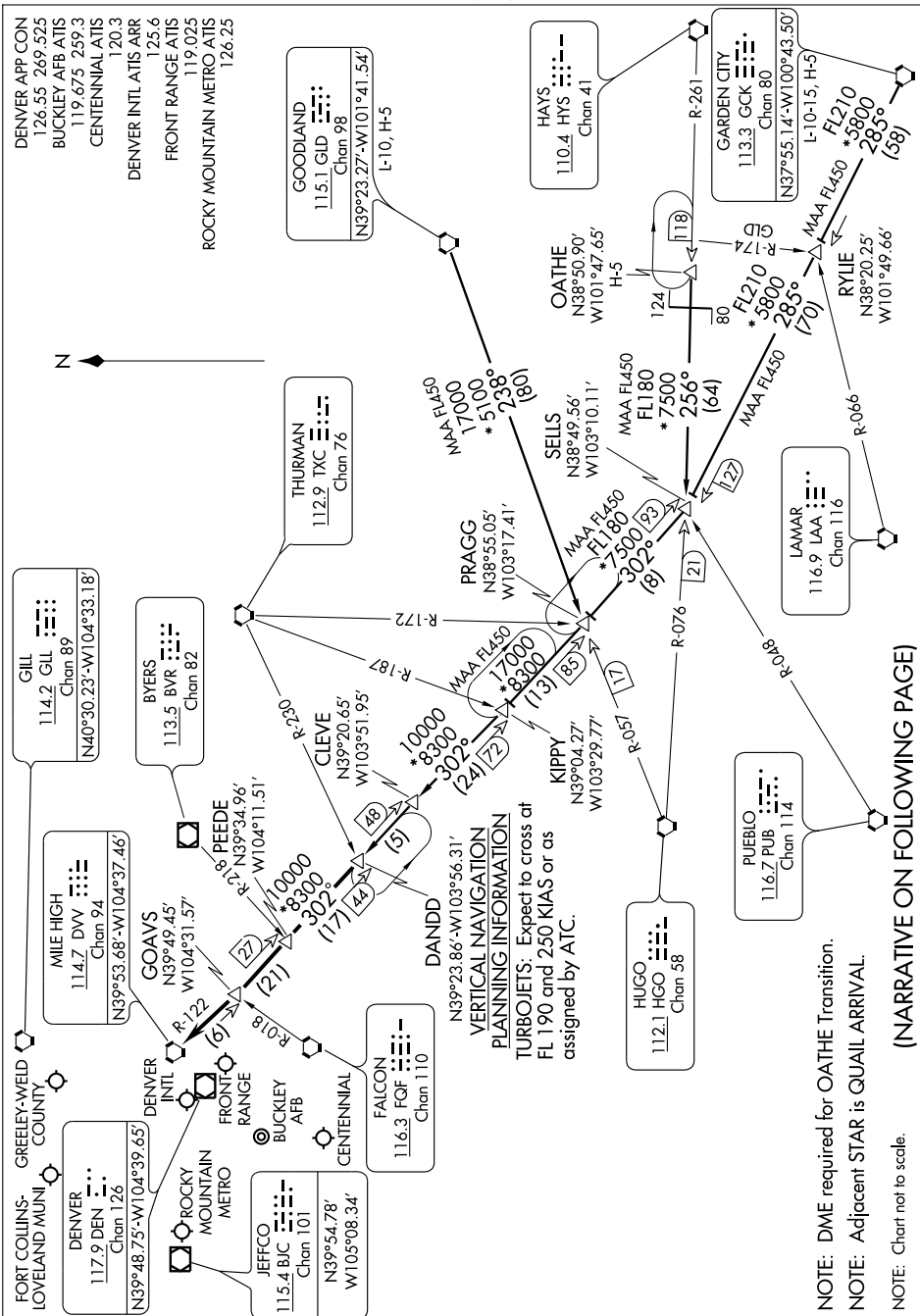




## DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

## DANDD FIVE ARRIVAL

DENVER, COLORADO

## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

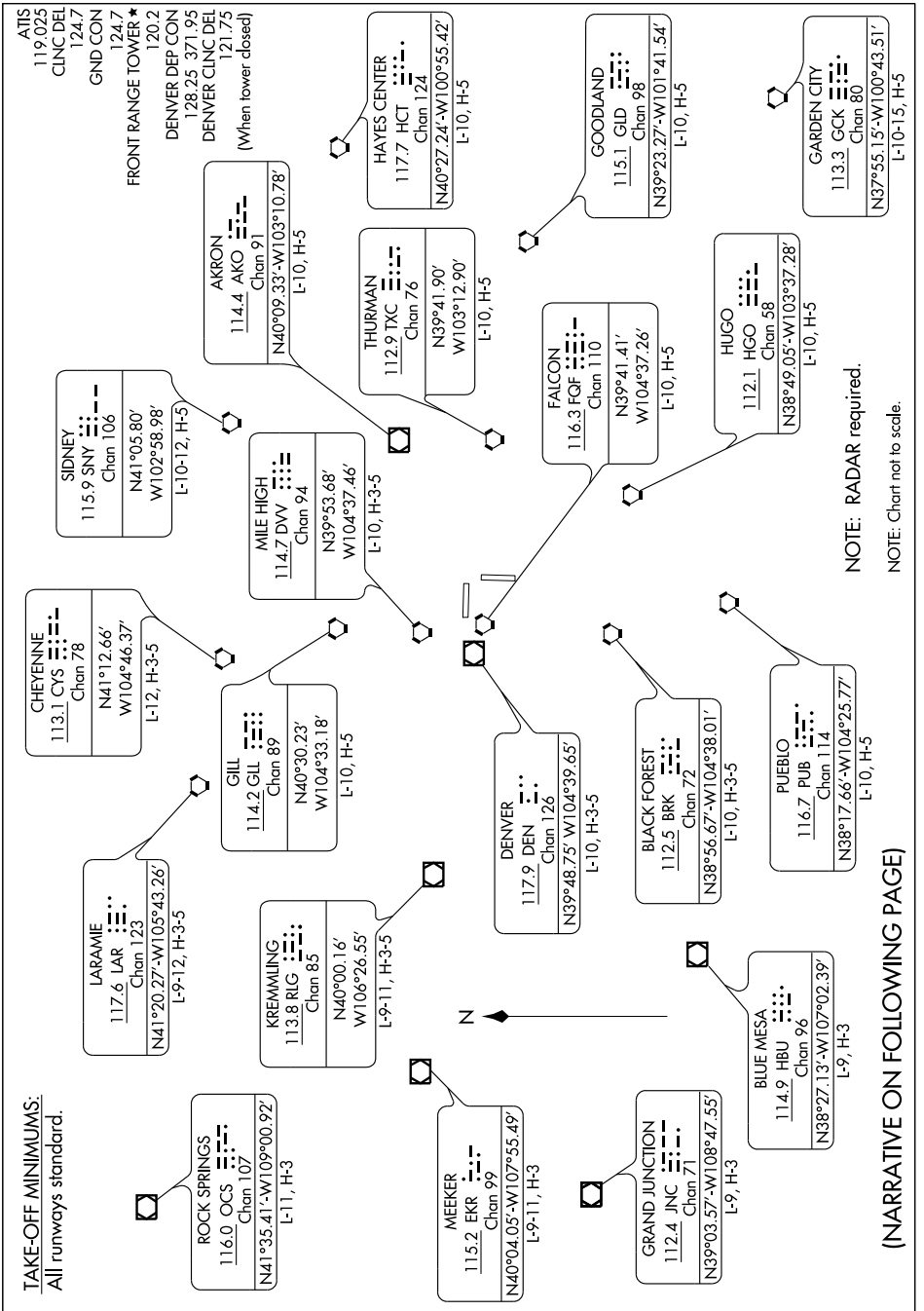
SW-1, 23 SEP 2010 to 21 OCT 2010

DENVER FIVE DEPARTURE

SL-6851 (FAA)

DENVER/FRONT RANGE (FT'G)

DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

DENVER FIVE DEPARTURE

DENVER, COLORADO

DENVER/FRONT RANGE (FT'G)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-FZR <b>110.9</b> Chan <b>46</b>	APP CRS <b>169°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>5488</b> <b>5512</b>
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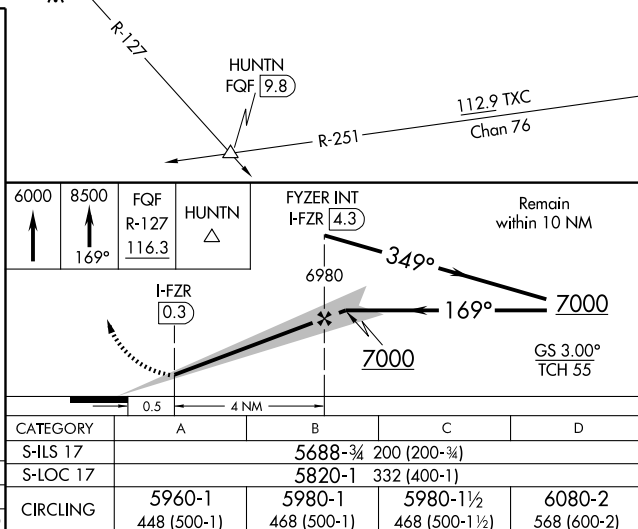
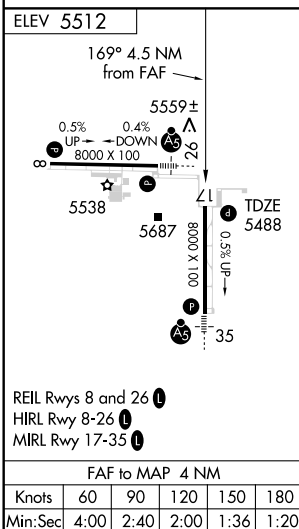
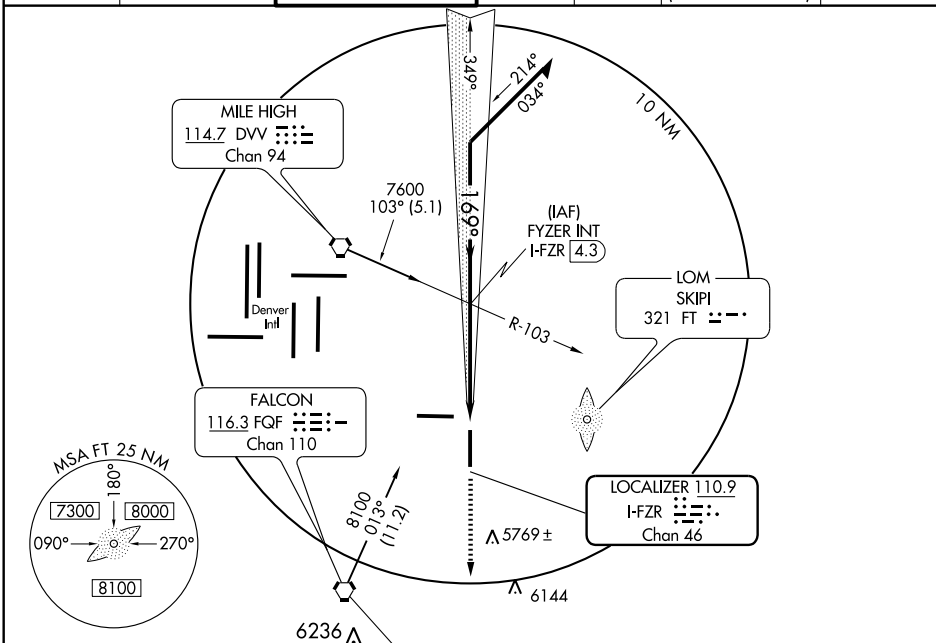
# ILS or LOC RWY 17

DENVER/ FRONT RANGE (FTG)

**▼** When local altimeter not received use Denver Int'l altimeter setting and increase all DH/MDAs 40 feet.

**▲ NA** MISSED APPROACH: Climb to 6000, continue climbing to 8500 via heading 169° and FQF VORTAC R-127 to HUNTN Int.

ATIS <b>119.025</b>	DENVER APP CON <b>128.25 371.95</b>	FRONT RANGE TOWER★ <b>120.2 (CTAF) 0</b>	GND CON <b>124.7</b>	CLNC DEL <b>124.7</b>	DENVER CLNC DEL <b>121.75</b> (When tower closed)	UNICOM <b>122.95</b>
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LOC/DME I-FTG <b>109.3</b> Chan <b>30</b>	APP CRS <b>260°</b>	Rwy Idg <b>8000</b> TDZE <b>5485</b> Apt Elev <b>5512</b>
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ILS or LOC RWY 26  
DENVER/ FRONT RANGE (FTG)

<b>T</b>	When local altimeter setting not received use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-LOC visibility Cat C to $\frac{3}{4}$ mile. VDP NA when using Denver Intl altimeter setting.
<b>NA</b>	ADF required

MALSR



**MISSED APPROACH:** Climb to 6000 then climbing left turn to 7200 direct SKIPI LOM/ I-FTG 6.5 DME and hold.

ATIS  
119-025

DENVER APP CON  
128 25 371 95

FRONT RANGE TOWER ★  
120.2 (CTAF) ①

GND CON  
124.7

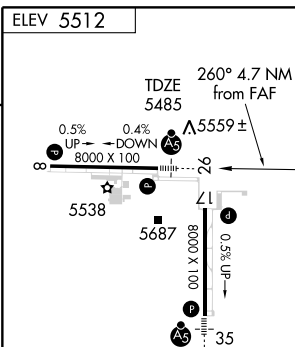
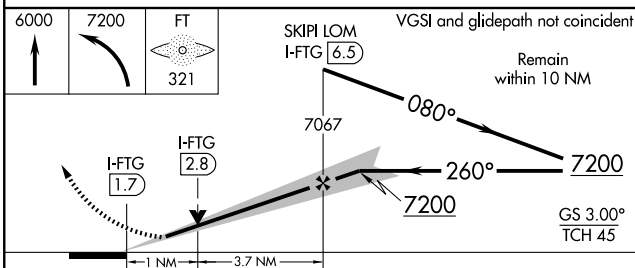
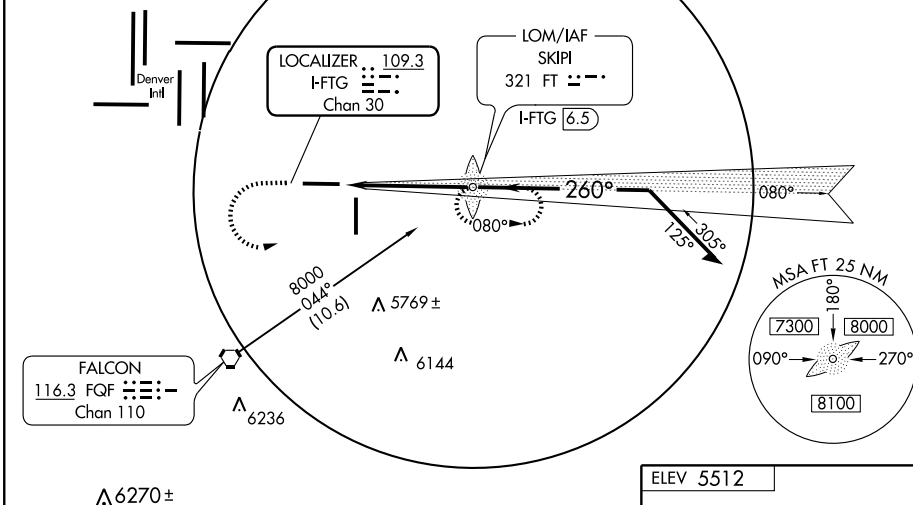
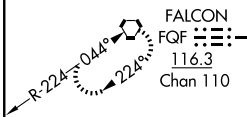
CLNC DEL  
**124.7**

DENVER CLNC DEL  
**121.75**  
(When tower closed)

UNICOM  
122.95

ALTERNATE MISSED APCH FIX

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 26	5685-½ 200 (200-½)			
S-LOC 26	5860-½ 375 (400-½)			5860-¾ 375 (400-¾)
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

REIL Rwy 8 and 26 L

HIRL Rwy 8-26 

MIRL Rwy 17-35 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

DENVER, COLORADO

Amdt 4A 09015

39°47'N-104°33'W

DENVER/ FRONT RANGE (FTG)

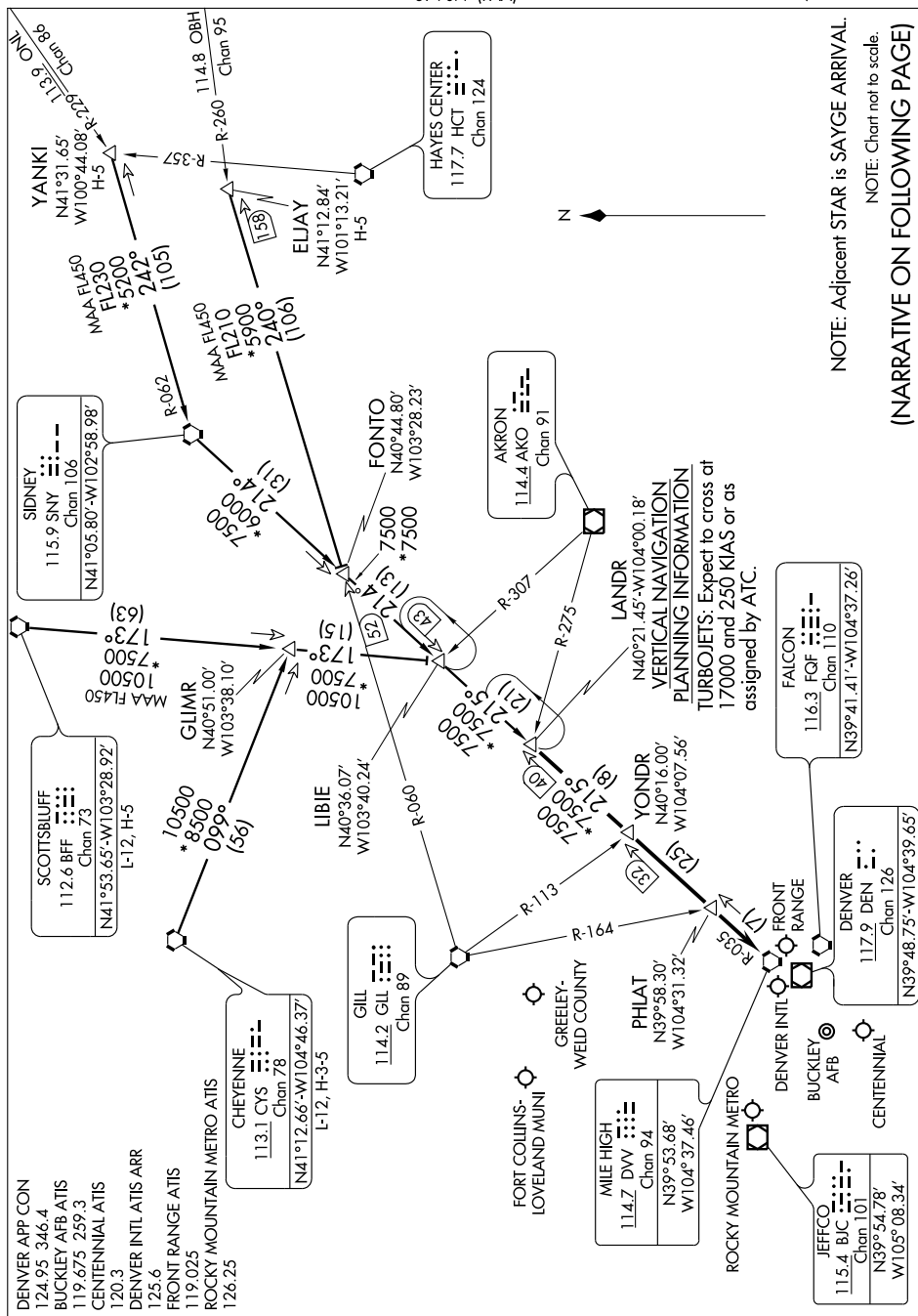
ILS or LOC RWY 26



## LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

## LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER, COLORADO



## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.




SW-1, 23 SEP 2010 to 21 OCT 2010

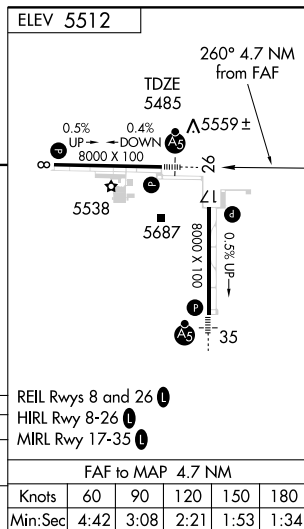
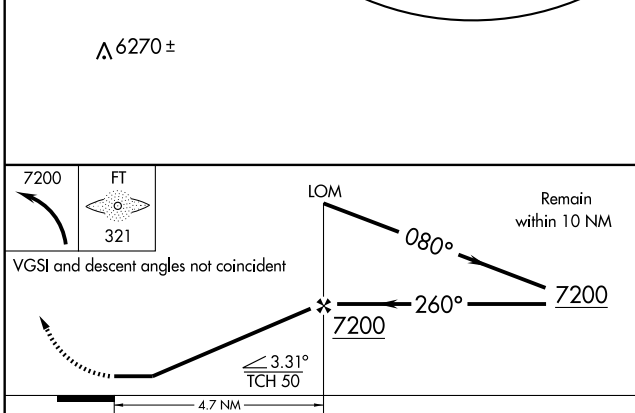
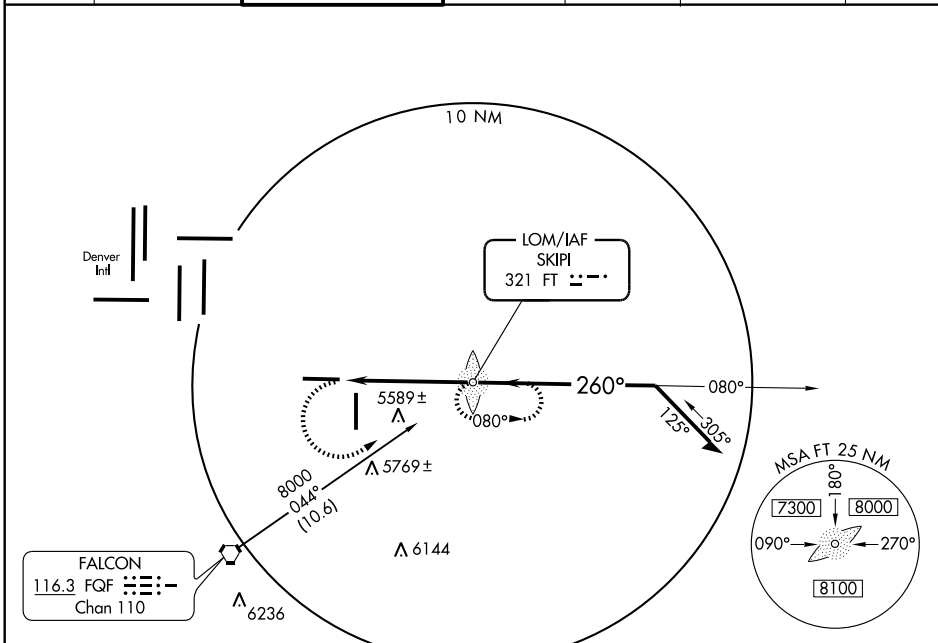
SW-1, 23 SEP 2010 to 21 OCT 2010

LOM FT <b>321</b>	APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>5485</b> <b>5512</b>
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# NDB RWY 26

## DENVER/FRONT RANGE (FTG)

 NA	When local altimeter setting not received use Denver Intl altimeter setting and increase all MDA 40 feet, increase S-26 Cat D visibility to 1 1/4.			 MALSR	MISSED APPROACH: Climbing left turn to 7200 direct FT LOM and hold.		
	ATIS <b>119.025</b>	DENVER APP CON <b>128.25 371.95</b>	<b>FRONT RANGE TOWER*</b> <b>120.2 (CTAF) </b>	GND CON <b>124.7</b>	CLNC DEL <b>124.7</b>	DENVER CLNC DEL <b>121.75</b> (When tower closed)	UNICOM <b>122.95</b>



## PIKES FOUR DEPARTURE

SL-6851 (FAA)

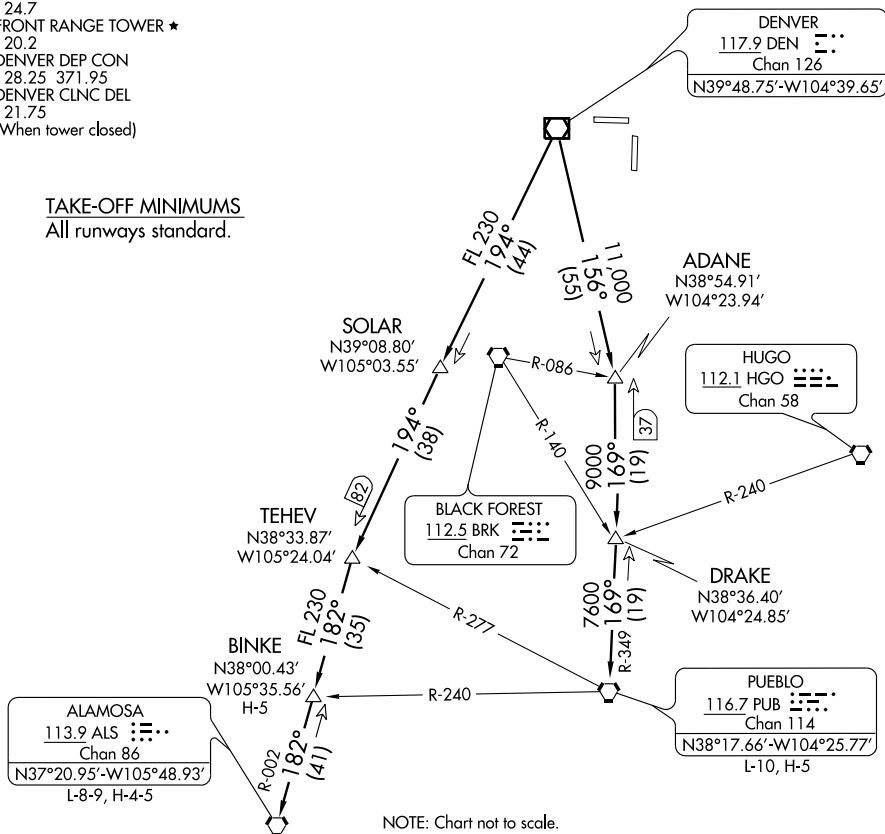
DENVER/ FRONT RANGE (FTG)

DENVER, COLORADO

ATIS  
119.025  
CLNC DEL  
124.7  
GND CON  
124.7  
FRONT RANGE TOWER ★  
120.2  
DENVER DEP CON  
128.25 371.95  
DENVER CLNC DEL  
121.75  
(When tower closed)

## TAKE-OFF MINIMUMS

All runways standard.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

**ALAMOSA TRANSITION (PIKES4.ALS):** From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

**BINKE TRANSITION (PIKES4.BINKE):** From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

**PUEBLO TRANSITION (PIKES4.PUB):** From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

## PIKES FOUR DEPARTURE

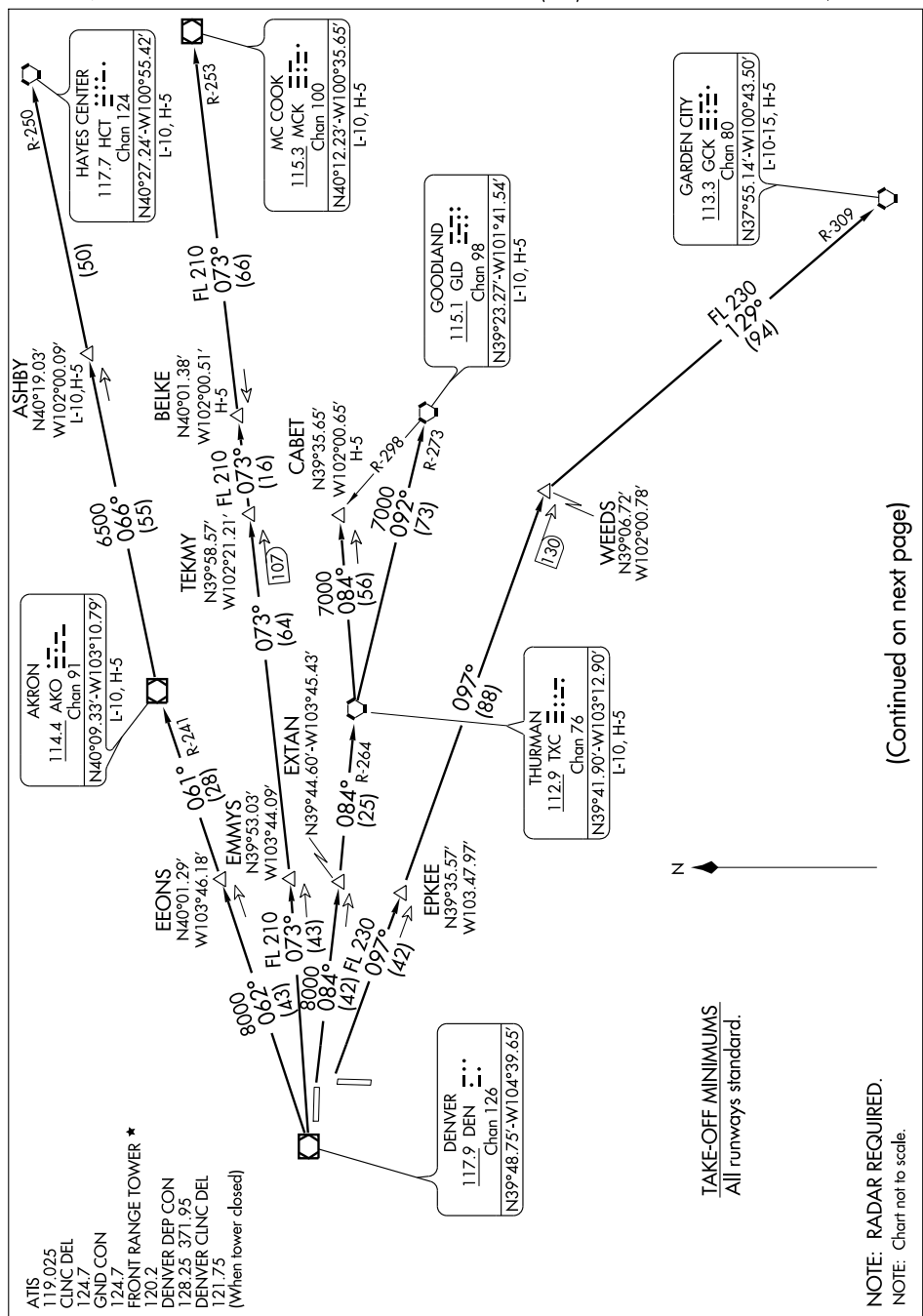
(PIKES4.DEN) 07298

DENVER, COLORADO  
DENVER/ FRONT RANGE (FTG)

## PLAINS FOUR DEPARTURE

SL-6851 (FAA)

DENVER/FRONT RANGE (FTG)  
DENVER, COLORADO



(Continued on next page)

SW-1. 23 SEP 2010 to 21 OCT 2010

## PLAINS FOUR DEPARTURE

(PLAIN4.DEN) 07298

DENVER, COLORADO  
DENVER/FRONT RANGE (FTG)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

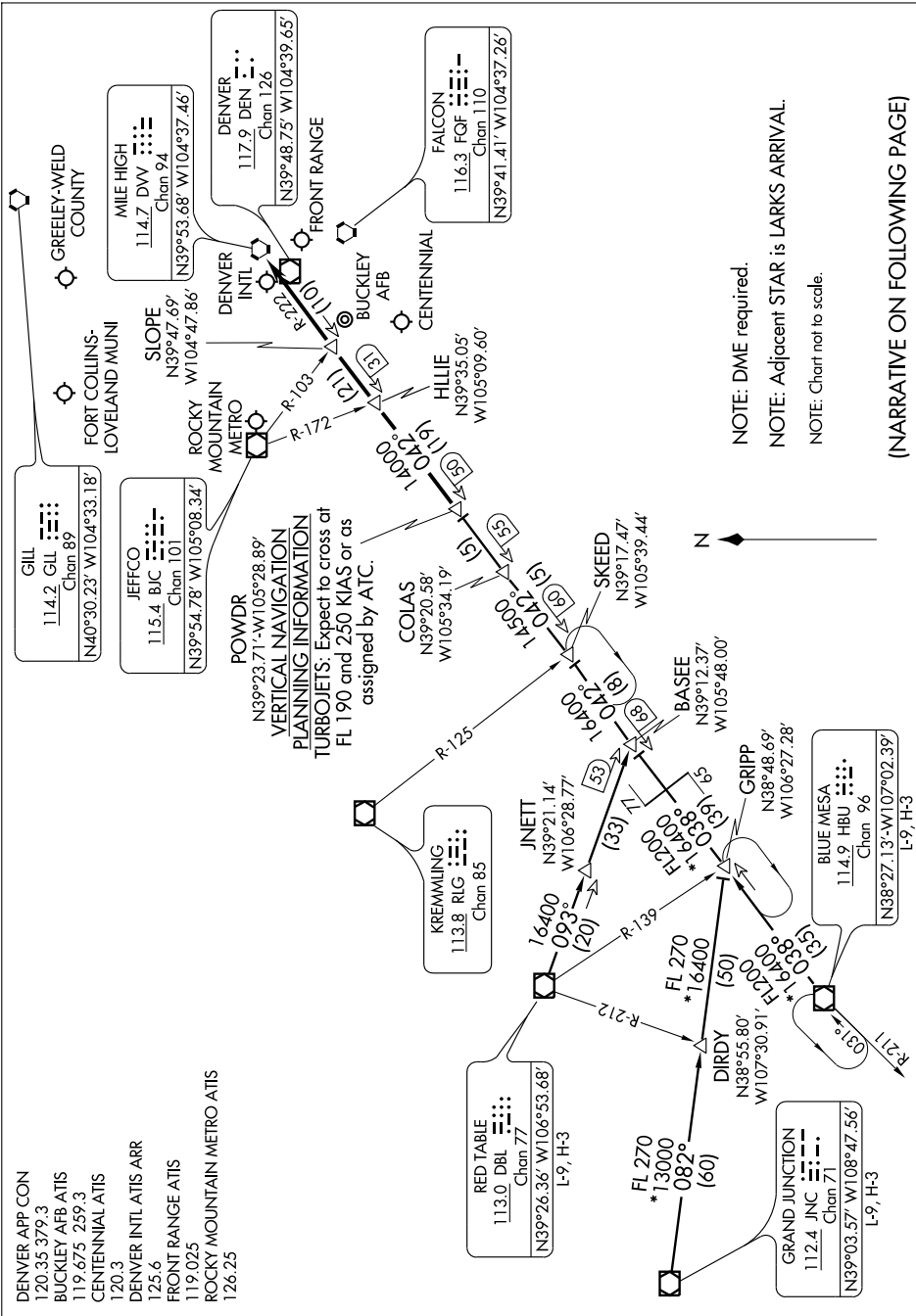
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required.

NOTE: Adjacent STAR is LARKS ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1. 23 SEP 2010 to 21 OCT 2010

## POWDR SEVEN ARRIVAL

DENVER, COLORADO



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

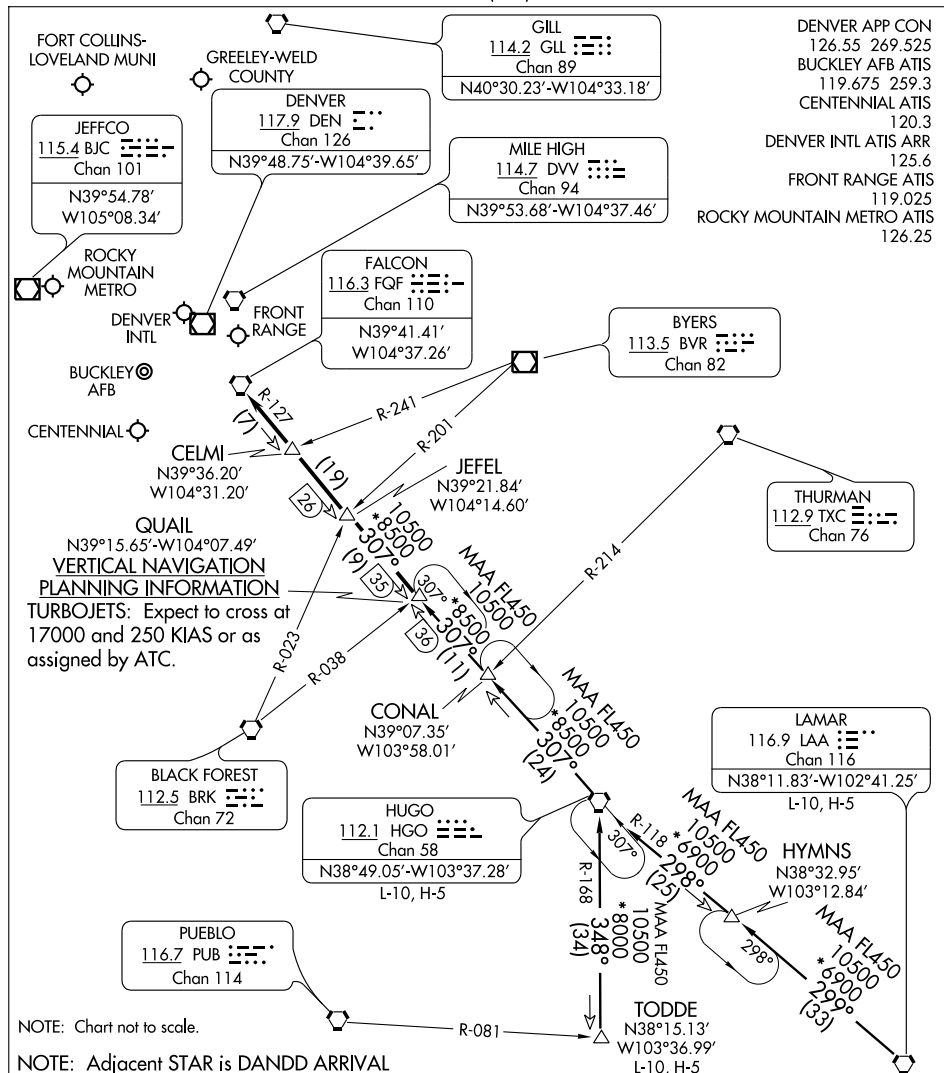
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FGF R-127 to FGF VORTAC.

Expect radar vectors to the final approach course at or before FGF VORTAC.

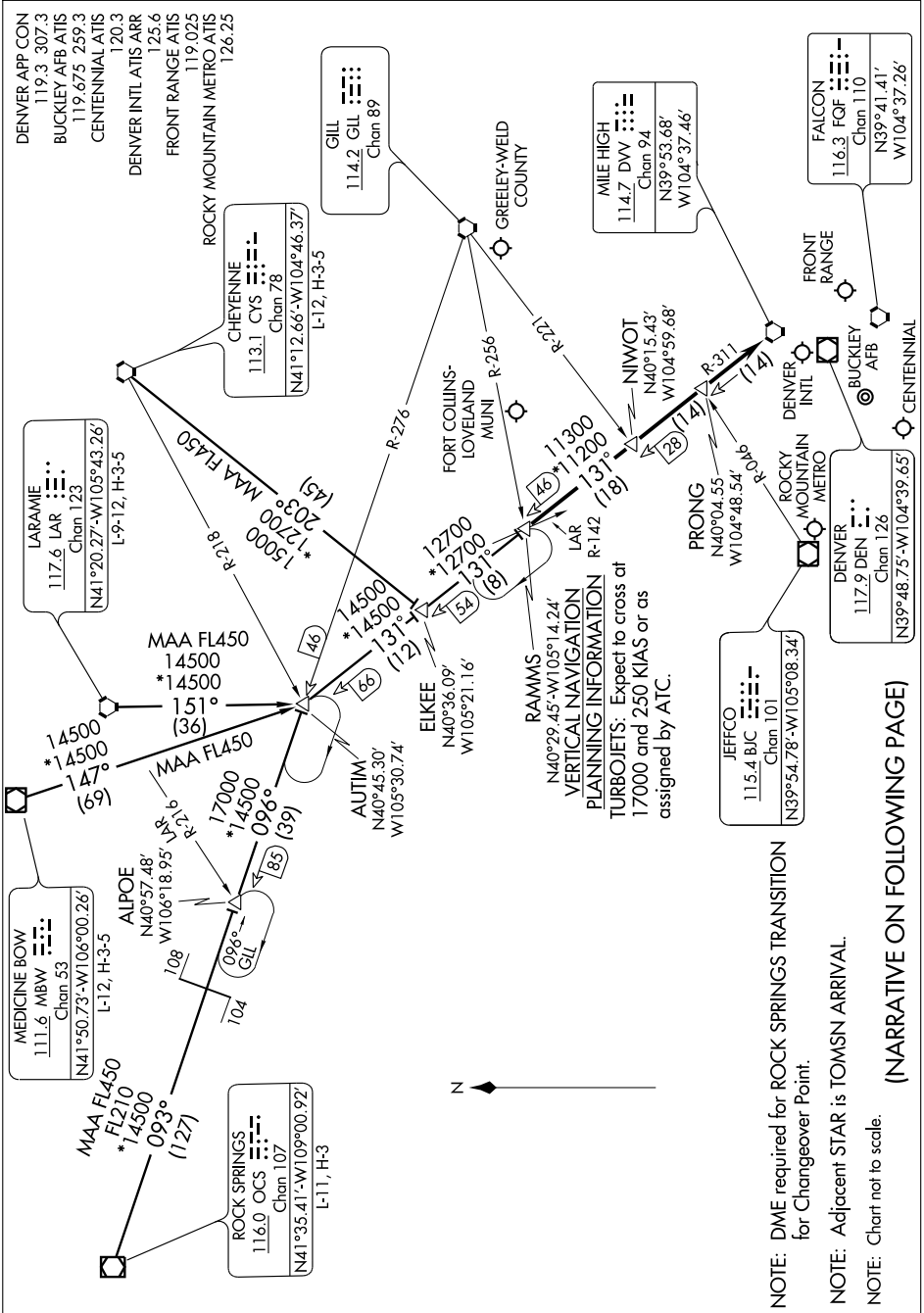
## QUAIL SIX ARRIVAL

DENVER, COLORADO

## RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>82209</b> <b>W17A</b>	APP CRS <b>169°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>5488</b> <b>5512</b>
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# RNAV (GPS) RWY 17

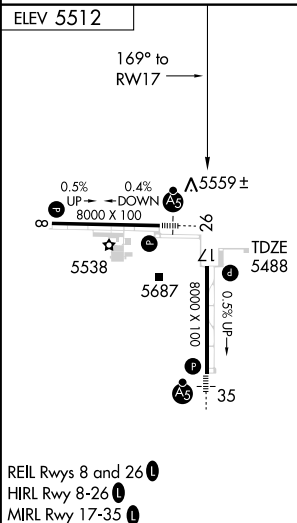
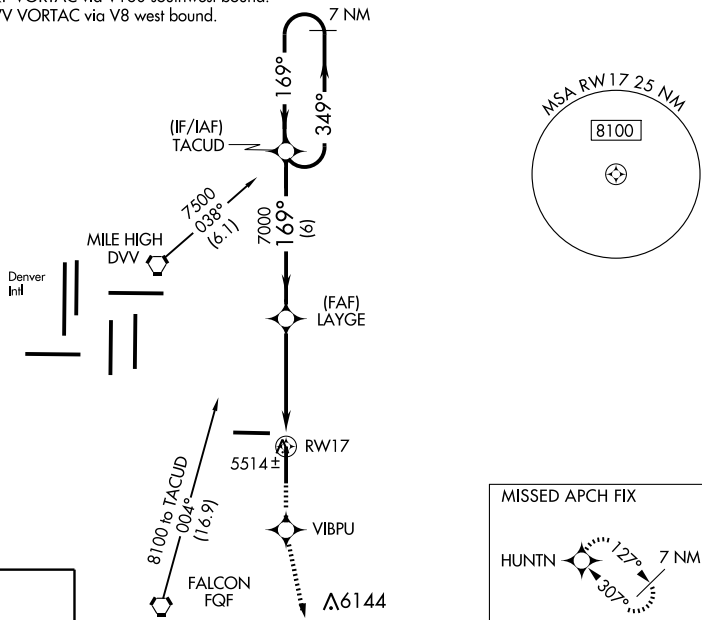
DENVER/FRONT RANGE (FTG)

**V** **Δ** NA DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). When local altimeter setting not received use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet. Increase LNAV visibility Cat D to 1½ mile: Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

MISSED APPROACH: Climb to 8500 direct VIBPU and via 157° track to HUNTN and hold.

ATIS <b>119.025</b>	DENVER APP CON <b>128.25 371.95</b>	FRONT RANGE TOWER★ <b>120.2 (CTAF) 0</b>	GND CON <b>124.7</b>	CLNC DEL <b>124.7</b>	DENVER CLNC DEL <b>121.75</b> (When tower closed)	UNICOM <b>122.95</b>
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Procedure NA for arrivals at FQF VORTAC via V160 southwest bound.  
Procedure NA for arrivals at DVV VORTAC via V8 west bound.



7 NM Holding Pattern				8500	VIBPU	157° track	HUNTN
TACUD				LAYGE			
7000				7000			
349°				169°			
°GS 3.00 TCH 50				1.2 NM to *RWY17			
6 NM				3.4 NM			
1.2				RWY17			
CATEGORY	A	B	C	D	LNAV only*		
LPV DA	5738-1 250 (300-1)						
LNAV/VNAV DA	5839-1¼ 351 (400-1¼)						
LNAV MDA	5900-1	412 (500-1)	5900-1¼	5900-1¼	412 (500-1¼)	412 (500-1¼)	5900-1¼
CIRCLING	5960-1	5980-1	5980-1½	6080-2	448 (500-1)	468 (500-1½)	568 (600-2)

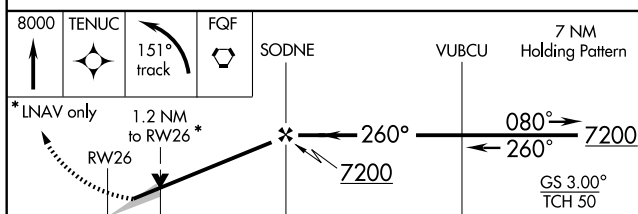
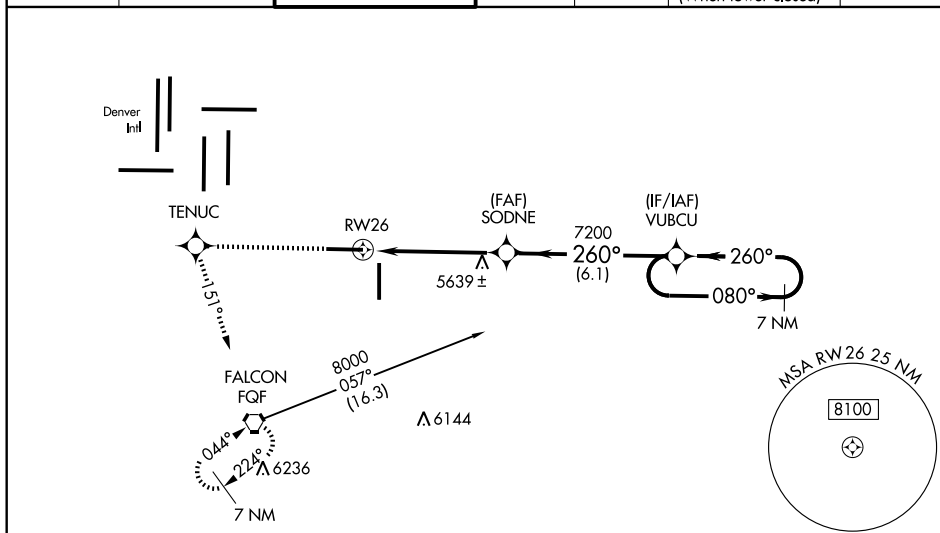
WAAS CH <b>93909</b> <b>W26A</b>	APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>5485</b> <b>5512</b>
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**RNAV (GPS) RWY 26**

DENVER/ FRONT RANGE (FTG)

<b>▼</b> <b>▲ NA</b>	<p>DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38° C (100°F). When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LNAV/VNAV visibility Cat A, B, C to ¾ mile. For inoperative MALSR increase LNAV/VNAV visibility Cat D to 1 mile, LNAV visibility Cat D to 1 ¼ mile. For inoperative MALSR when using Denver Intl altimeter setting increase LPV visibility all Cats to 1 mile, LNAV/VNAV visibility all Cats to 1 ¼ mile. Baro-VNAV and VDP NA when using Denver Intl altimeter setting.</p>	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 8000 direct TENUC and left turn via 151° track to FQF VORTAC and hold. Continue climb-in-hold to 8000.
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ATIS <b>119.025</b>	DENVER APP CON <b>128.25 371.95</b>	FRONT RANGE TOWER* <b>120.2 (CTAF) 0</b>	GND CON <b>124.7</b>	CLNC DEL <b>124.7</b>	DENVER CLNC DEL <b>121.75</b> (When tower closed)	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	5735-½ 250 (300-½)			
LNAV/VNAV DA	5786-½ 301 (300-½)			5786-¾ 301 (300-¾)
LNAV MDA	5900-½ 415 (500-½)	5900-¾ 415 (500-¾)		5900-1 415 (500-1)
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

DENVER, COLORADO

Orig 09015

39°47'N-104°33'W

DENVER/ FRONT RANGE (FTG)

**RNAV (GPS) RWY 26**

SW-1, 23 SEP 2010 to 21 OCT 2010

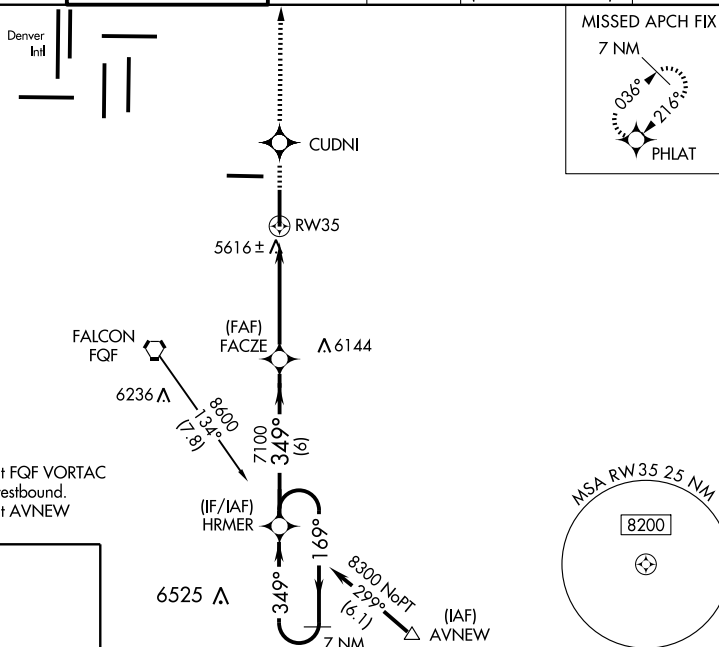
WAAS CH <b>93809</b> <b>W35A</b>	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>5512</b> <b>5512</b>
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# RNAV (GPS) RWY 35

DENVER/ FRONT RANGE (FTG)

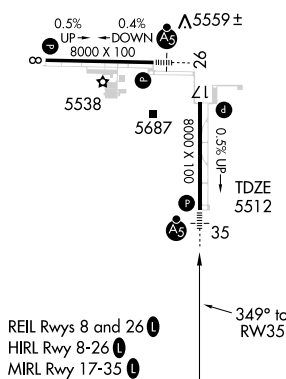
<b>NA</b> DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1 mile, LNAV Cat C visibility to 1½ mile, Cat D visibility to 1¾ mile. For inoperative MALSR increase LPV all Cats visibility to 1 mile. For inoperative MALSR when using Denver Intl altimeter setting increase LPV all Cats visibility to 1¼ mile. Baro-VNAV and VDP NA when using Denver Intl altimeter setting.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 8000 direct CUDNI then via 350° track to PHLAT and hold.
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ATIS <b>119.025</b>	DENVER APP CON <b>128.25 371.95</b>	FRONT RANGE TOWER * <b>120.2 (CTAF) 0</b>	GND CON <b>124.7</b>	CLNC DEL <b>124.7</b>	DENVER CLNC DEL <b>121.75</b> (When tower closed)	UNICOM <b>122.95</b>
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Procedure NA for arrivals at FQF VORTAC via V366 and V389 northwestbound.  
Procedure NA for arrivals at ANVNEW via V366 southeastbound.

ELEV 5512



REIL Rwy 8 and 26  
HIRL Rwy 8-26  
MIRL Rwy 17-35

8000	CUDNI	350° track	PHLAT	HRMER	7 NM Holding Pattern
* LNAV only	1.9 NM* to RW35	FACZE	7100	169°	8300
RW35	1.9	2.9 NM	6 NM	GS 3.00°	TCH 50
CATEGORY	A	B	C	D	
LPV DA		5828-½	316 (400-½)		
LNAV/VNAV DA		5891-¾	379 (400-¾)		
LNAV MDA	6180-½	668 (700-½)	6180-¼	668 (700-¼)	6180-½
CIRCLING	6180-1	668 (700-1)	6180-¾	668 (700-¾)	6180-2

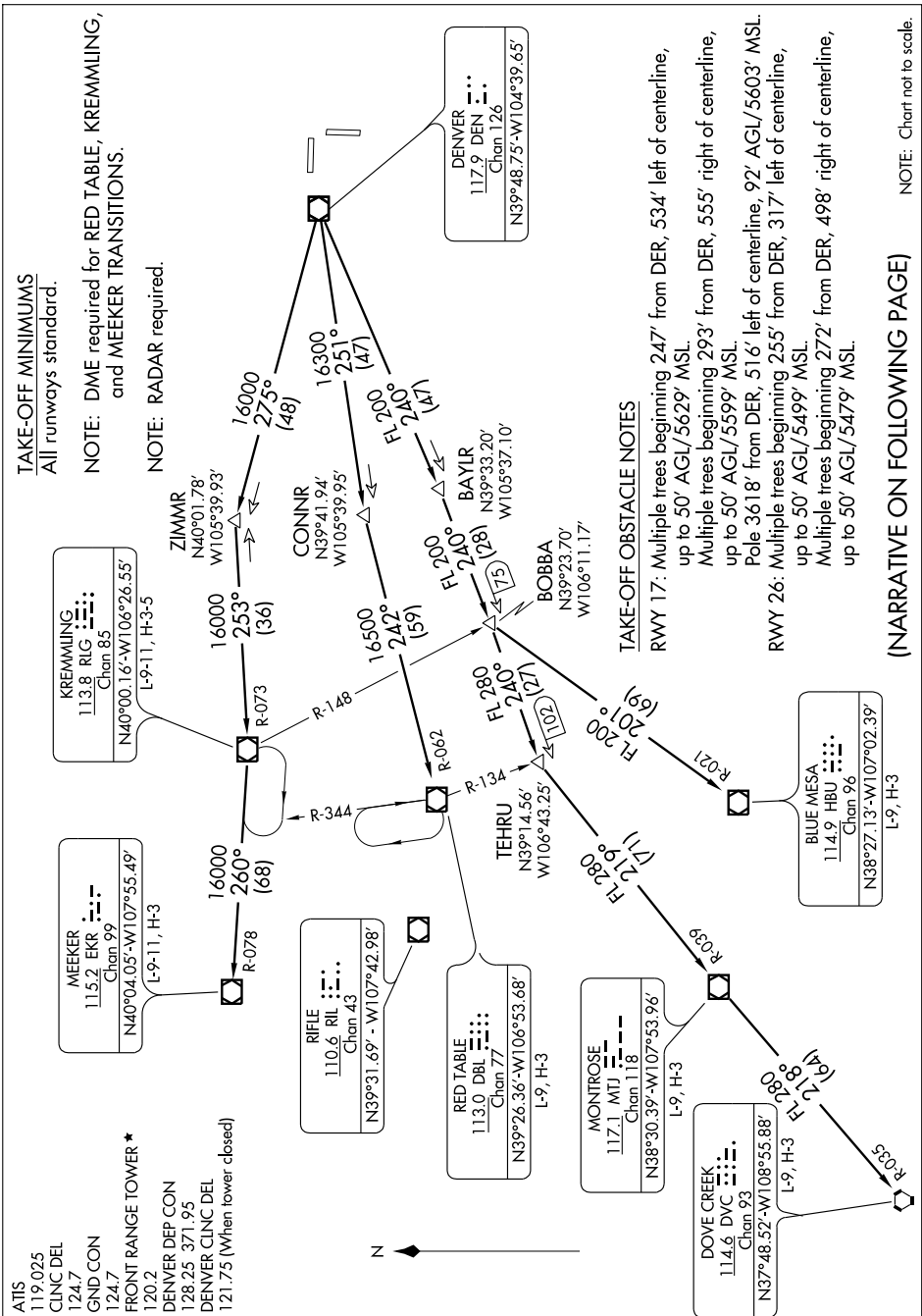
DENVER, COLORADO

Orig 09015

39°37'N-104°33'W

DENVER/FRONT RANGE (FTG)

# RNAV (GPS) RWY 35

DENVER, COLORADO  
DENVER/FRONT RANGE (FTG)





## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

**BLUE MESA (HI) TRANSITION (ROCKI7.HBU):** From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

**DOVE CREEK (HI) TRANSITION (ROCKI7.DVC):** From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

**KREMLING TRANSITION (ROCKI7.RLG):** From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

**MEEKER TRANSITION (ROCKI7.EKR):** From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

**MONTROSE TRANSITION (ROCKI7.MTJ):** From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

**RED TABLE TRANSITION (ROCKI7.DBL):** From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

## ST-9077 (FAA)

DENVER, COLORADO

SW-1. 23 SEP 2010 to 21 OCT 2010



(SAYGE.SAYGE6) 10042

NOTE: Adjacent STAR is LANDR ARRIVAL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

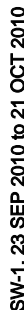
NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

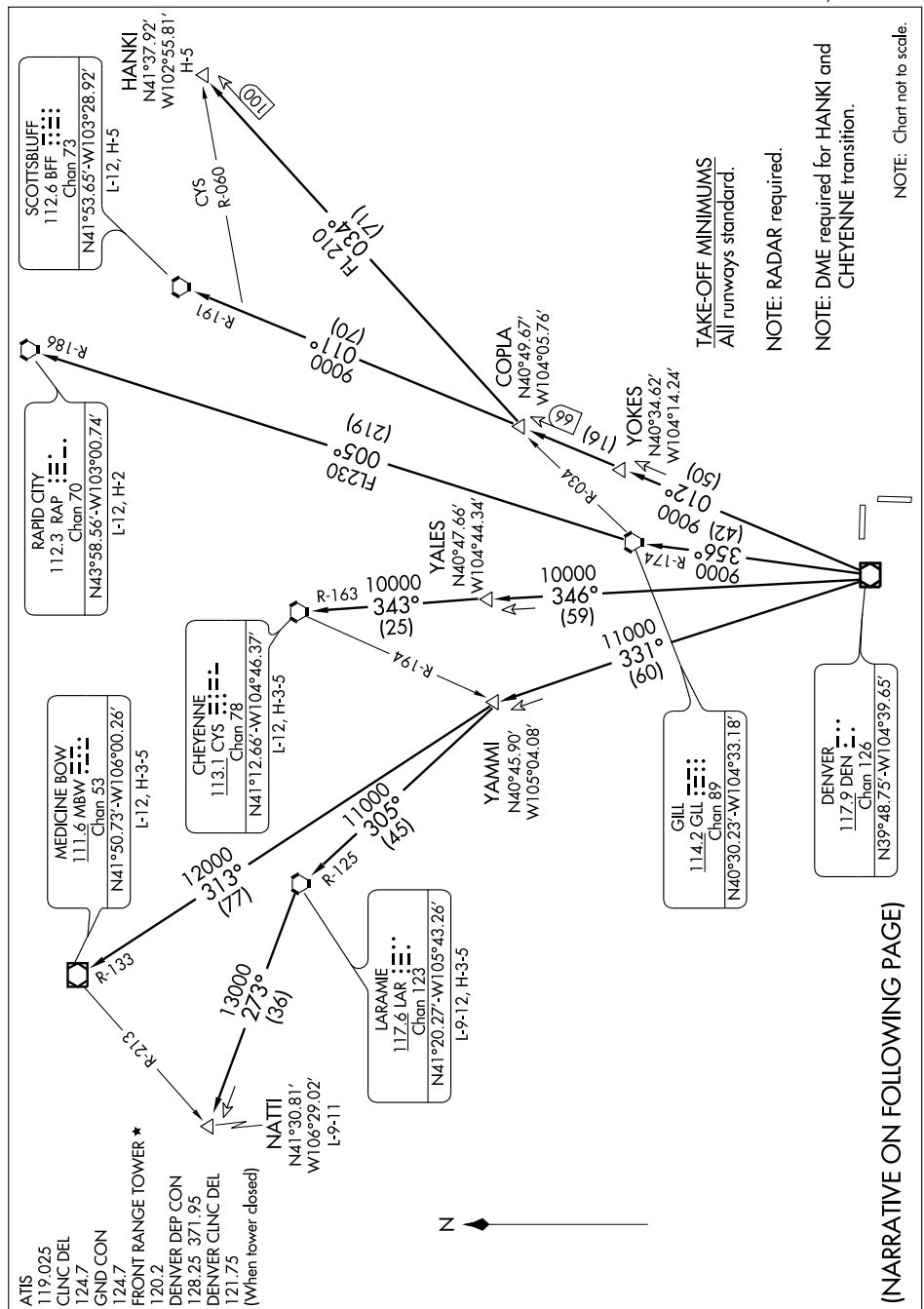
MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

# YELLOWSTONE SIX DEPARTURE



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: DME required for HANKI and CHEYENNE transition.

### TAKE-OFF MINIMUMS

SW-1. 23 SEP 2010 to 21 OCT 2010

# YELLOWSTONE SIX DEPARTURE

(YELLOW6.DEN) 09127

DENVER, COLORADO  
DENVER/ FRONT RANGE (FTG)

SW-1, 23 SEP 2010 to 21 OCT 2010

## YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

## TAKE-OFF OBSTACLE NOTES

RWY 17: Multiple trees beginning 247' from DER, 534' left of centerline, up to 50' AGL/5629' MSL.  
Multiple trees beginning 293' from DER, 555' right of centerline, up to 50' AGL/5599' MSL.  
Pole 3618' from DER, 516' left of centerline, 92' AGL/5603' MSL.

RWY 26: Multiple trees beginning 255' from DER, 317' left of centerline, up to 50' AGL/5499' MSL.  
Multiple trees beginning 272' from DER, 498' right of centerline, up to 50' AGL/5479' MSL.

## DURANGO

**ANIMAS AIR PARK** (00C) 4 S UTC-7(-6DT) N37°12.19' W107°52.15'

6684 S4 FUEL 100LL, JET A OX 1 TPA-7484(800) NOTAM FILE DEN

RWY 01-19: H5010X50 (ASPH) MIRL (NSTD)

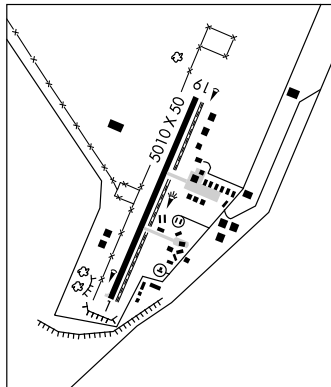
RWY 01: Rgt tfc. RWY 19: Tree.

**AIRPORT REMARKS:** Attended daltg hours. Rwy 01-19 minus 1' to minus 2' drainage ditches 35' from centerline along west side and 30' from centerline along east side. Rwy 01-19 several rwy and thld lghts are broken or missing lghts are shielded by weeds. Rwy 01, 120' from and parallel thld, 200' dropoff. +10' road 105' W of rwy centerline full length. +4' fence 87' W of Rwy 01-19 parallel to centerline full length. Rwy 01 has +8' terrain with +8' bushes 75' left of centerline for first 250'. +8' fence and 15' trees 1817' from Rwy 01 end 105' left of centerline. Rwy 01-19 thld lghts N end located 162' from pavement end. ACTIVATE MIRL using 122.9, click 3 times on/off for Rwy 01-19.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRO.

**DURANGO (L) VORW/DME** 108.2 DRO Chan 19 N37°09.20' W107°44.98' 284° 6.5 NM to fld. 6660/14E.



DENVER

H-4K, L-81, 9E

**DURANGO-LA PLATA CO** (DRO) 10 SE UTC-7(-6DT) N37°09.09' W107°45.23'

6685 B S4 FUEL 100LL, JET A OX 4 Class I, ARFF Index B NOTAM FILE DRO

RWY 03-21: H9201X150 (ASPH-GRVD) S-95, D-150, 2S-175, 2D-210 HIRL

RWY 03: MALSR. PAPI(P4L)—GA 3.0° TCH 57'. 0.8% up.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 51'. 0.7% down.

**AIRPORT REMARKS:** Attended Nov-Mar Sun-Fri 1300-0500Z±, Sat 1300-0400Z±, Apr-Oct 1300-0500Z±. For after hrs svc call 970-259-7400 or 970-749-6186. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 970-247-8143. No snow removal provided at ngt between last scheduled air carrier flight until the first air carrier flight the following morning. ACTIVATE HIRL Rwy 03-21, PAPI Rwy 03 and VASI Rwy 21, REIL Rwy 21 and MALSR Rwy 03 —CTAF.

**WEATHER DATA SOURCES:** ASOS 120.625 (970) 259-3579.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.35 (DENVER RADIO)

DENVER CENTER APP/DEP CON 118.575

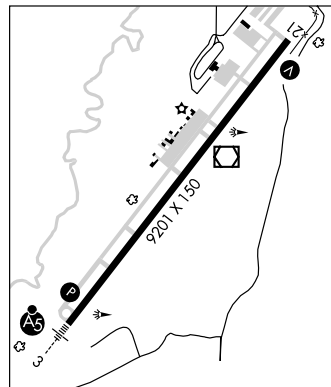
**AIRSPACE:** CLASS E svc 1300-0300Z± other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRO.

(L) VORW/DME 108.2 DRO Chan 19 N37°09.20' W107°44.98' at fld. 6660/14E.

DME unusable 070°-090° byd 30NM blo 12,500', 140°-185° byd 25 NM blo 13,000'.

ILS/DME 109.1 I-DRO Chan 19 Rwy 03.



DENVER

H-4K, L-81, 9E

IAP



LOC I-DRO	APP CRS	Rwy Idg	<b>9201</b>
<b><u>109.1</u></b>	<b>027°</b>	TDZE	<b>6638</b>
		Apt Elev	<b>6685</b>

# ILS or LOC/DME RWY 3

## DURANGO-LA PLATA COUNTY (DRO)

**T** DME from DRO VOR/DME.  
Simultaneous reception of I-DRO and DRO VOR/DME required.

MALSI

**MISSED APPROACH:** Climb to 7500 then climbing right turn to 10000 via heading 140° and DRO VOR/DME R-120 to SOYDE/14 DME and hold. Continue climb-in-hold to 10000.

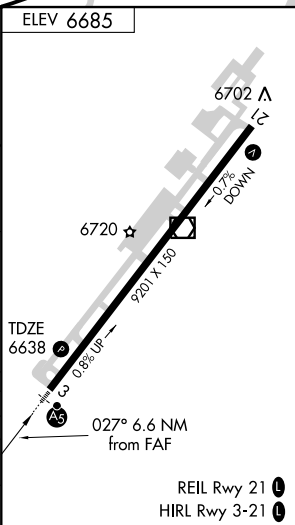
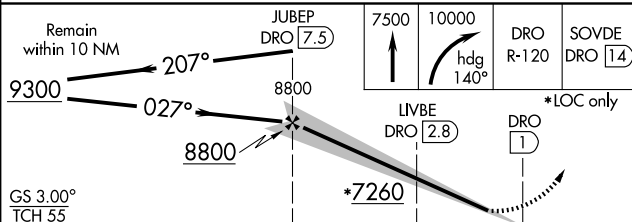
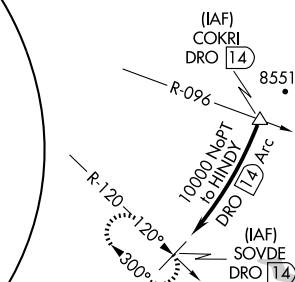
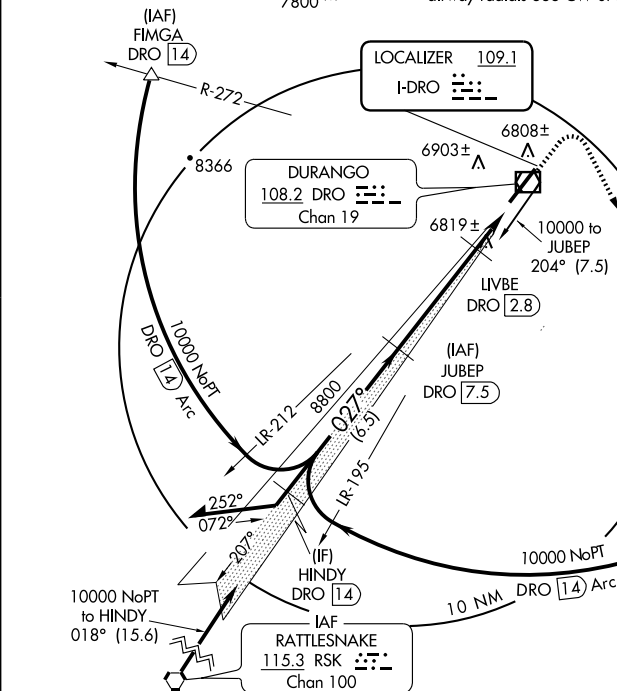
ASOS  
**120.625**

DENVER CENTER  
118.575 348.7UNICOM  
122.8 (CTAF) **L**

8709 Å                      Å 9151

DME REQUIRED

Procedure NA for arrivals at RSK VORTAC via  
airway radials 333 CW 072.



CATEGORY	A	B	C	D
S-ILS 3	6838-1/2 200 (200-1/2)			
S-LOC 3	7080-1/2 442 (400-1/2)		7080-3/4 442 (400-3/4)	7080-1 442 (400-1)
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1 1/2 535 (600-1 1/2)	7260-2 575 (600-2)

## DURANGO, COLORADO

Amdt 4 10266

DURANGO-LA PLATA COUNTY (DRO)

ILS or LOC/DME RWY 3

37°09'N-107°45'W

SW-1. 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>53710</b> <b>W03A</b>	APP CRS <b>027°</b>	Rwy Idg TDZE Apt Elev <b>9201</b> <b>6638</b> <b>6685</b>
--	------------------------	--

# RNAV (GPS) RWY 3

DURANGO-LA PLATA COUNTY (DRO)



For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (96°F).  
DME/DME RNP-0.3 NA.

MALSR

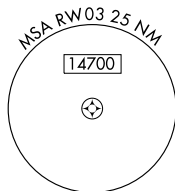


MISSED APPROACH: Climb to 9500 direct TUYRU then climbing right turn via 145° track to RESER and hold.

ASOS  
**120.625**

DENVER CENTER  
**118.575 348.7**

UNICOM  
**122.8 (CTAF)**



8366

6903

6808 ±

WAVGI  
2.1 NM to  
RW03

RW03

6819 ±

(FAF)  
JUBEP

UCEPO  
4.2 NM to  
RW03

(IF) HINDY

(IAF) MARKE

9000  
11.9°  
(8.4)

(IAF) RATTLESNAKE  
RSK

9000

022°

(15.6)

Procedure NA for arrivals on RSK  
VORTAC airway radials 333 CW 072.

(IAF) PELDY

9000

305°

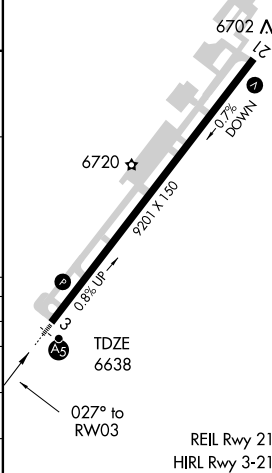
(10.9)

7 NM  
127°  
307°  
RESER

8938

8551

ELEV 6685



	HINDY	JUBEP	UCEPO 4.2 NM to RW03	WAVGI 2.1 NM to RW03	RESER
	9000	8800	8020*	7340*	
Procedure Turn NA	027°				145° tr
GS 3.00° TCH 55					
	6.5 NM	2.4 NM	2.1 NM	0.8 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	6838-½ 200 (200-½)				
LNAV/VNAV DA	6980-¾ 342 (300-¾)				
LNAV MDA	7080-½ 442 (400-½)	7080-¾ 442 (400-¾)	7080-1 442 (400-1)		
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1½ 535 (600-1½)	7260-2 575 (600-2)	

VOR/DME DRO  
**108.2**  
Chan 19

APP CRS  
**030°**

Rwy Idg  
TDZE  
Apt Elev  
**9201**  
**6639**  
**6685**

# VOR/DME RWY 3

## DURANGO-LA PLATA COUNTY (DRO)

**V** Cat. D S-3 visibility increased  $\frac{1}{4}$  mile for inoperative  
**A** MALSR.

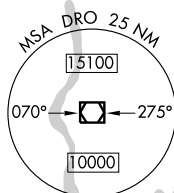
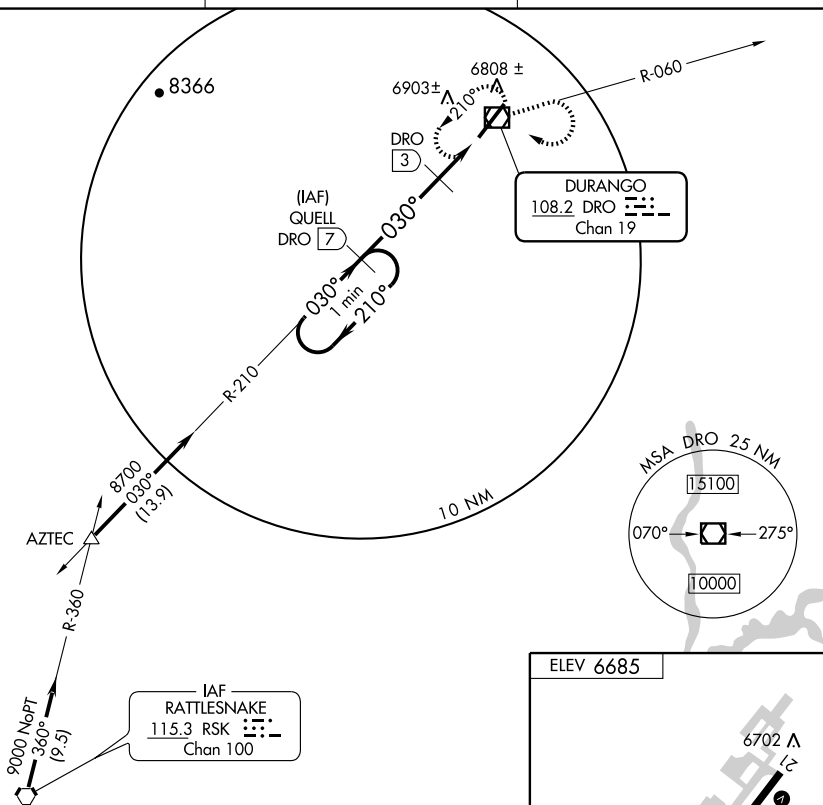


MISSED APPROACH: Climb on R-060 to 7500, then climbing right turn to 10,000 direct DRO VOR/DME and hold.

ASOS  
**120.625**

DENVER CENTER  
**118.575 348.7**

UNICOM  
**122.8 (CTAF)**



One Minute  
Holding Pattern

QUELL  
DRO 7

7500  
↑  
DRO R-060

10000

DRO

8700

210°

030°

3.17°

TCH 57

7300

DRO 3

DRO 1

CATEGORY

A

B

C

D

S-3

7020-1/2 381 (400-1/2)

7020-1 381 (400-1)

CIRCLING

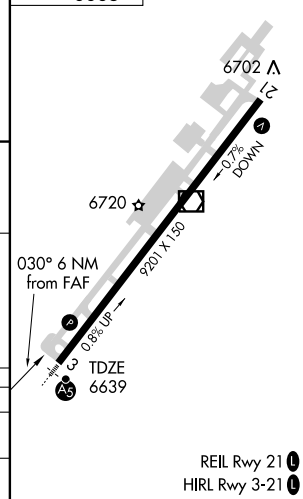
7180-1  
495 (500-1)

7200-1  
515 (600-1)

7220-1 1/2  
535 (600-1 1/2)

7260-2  
575 (600-2)

ELEV 6685



REIL Rwy 21  
HIRL Rwy 3-21

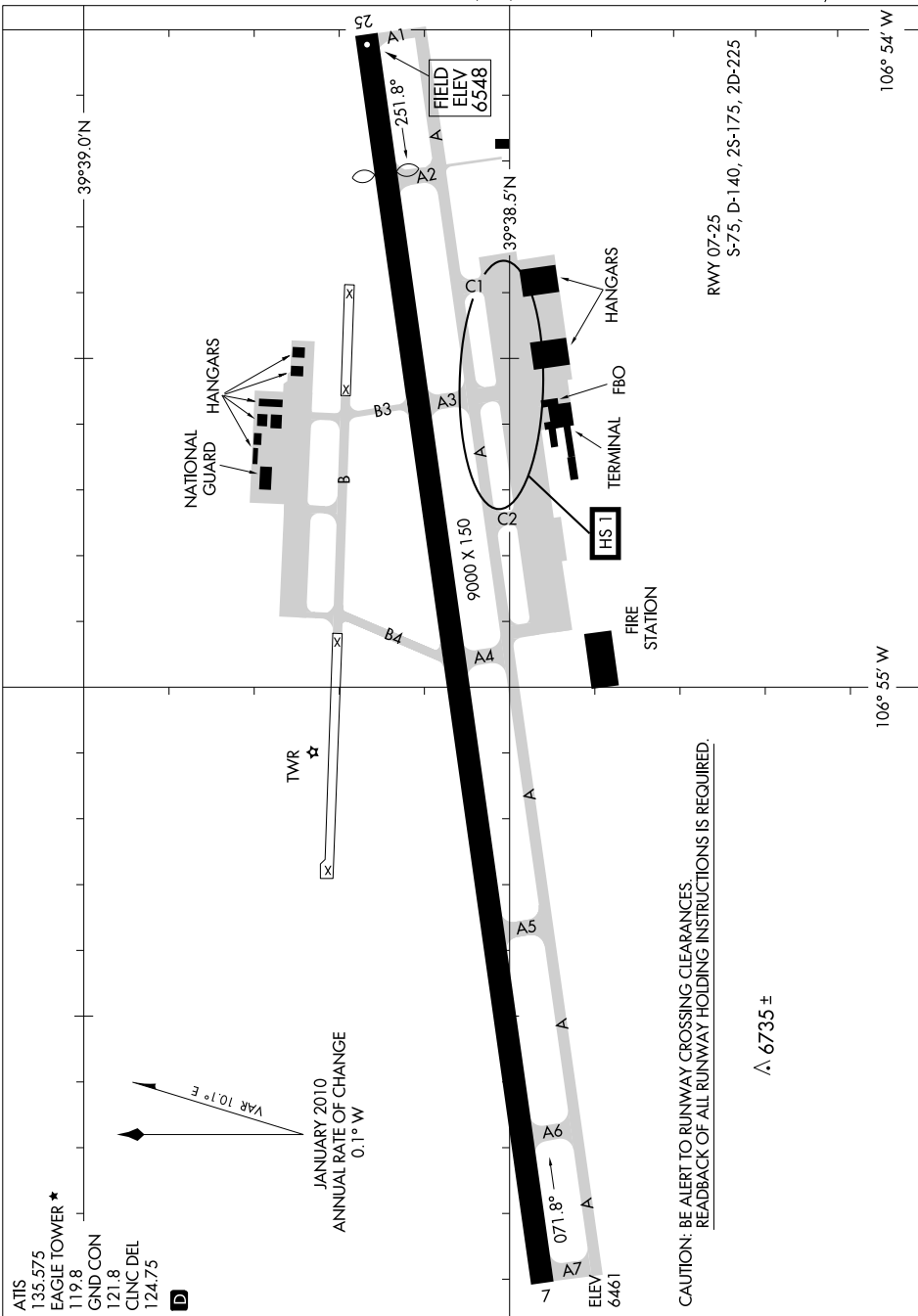
## AIRPORT DIAGRAM

AL-6403 (FAA)

EAGLE COUNTY RGNL (EGE)

EAGLE, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



SW-1, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

EAGLE, COLORADO  
EAGLE COUNTY RGNL (EGE)

**EADS MUNI** (9V7) 1 W UTC-7(-6DT) N38°28.51' W102°48.65'

WICHITA

L-106

4245 NOTAM FILE DEN

**RWY 17-35:** H3860X60 (ASPH) MIRL

**RWY 17:** Road. **RWY 35:** Road.

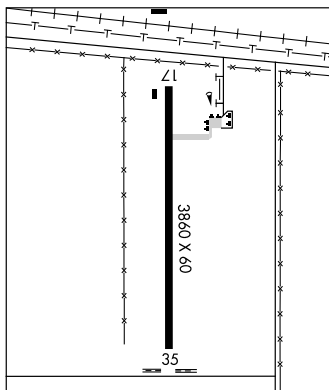
**AIRPORT REMARKS:** Unattended. Be alert, intensive USAF student training invov Colorado Springs and Pueblo Colorado. Rwy 17 has +17' railroad 530' from thld centerline, -4' ditch 375' from thld centerline. Apron area is milled asph. Twy unmarked. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAA.

**LAMAR (H) VORTAC** 116.9 LAA Chan 116 N38°11.83'

W102°41.25' 329° 17.7 NM to fld. 3944/12E.



**EAGLE CO RGNL** (EGE) 4 W UTC-7(-6DT) N39°38.57' W106°54.96'

DENVER

6548 B S4 **FUEL** 100LL, JET A1, A1+ OX 1, 3 Class I, ARFF Index C NOTAM FILE EGE

H-3E, L-9E

**RWY 07-25:** H9000X150 (ASPH-GRVD) S-75, D-140, 2S-175, 2D-225 HIRL

IAP, AD

**RWY 07:** REIL. Tree. Rgt tfc. 0.9% up.

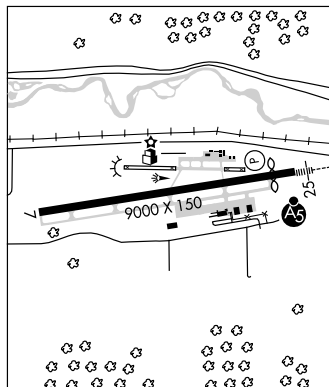
**RWY 25:** MALSR. PAPI(P4R)—GA 3.0° TCH 55'. Thld dspcd 1000' 1.1% down.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 07:** TORA-9000 TODA-8000 ASDA-9000 LDA-8000

**RWY 25:** TORA-9000 TODA-9000 ASDA-9000 LDA-8000

**AIRPORT REMARKS:** Attended 1300-0400Z+. CLOSED to unscheduled air carrier operations with more than 30 passenger seats except PPR call arpt manager 970-524-9490. High unmarked terrain all quadrants. Critical acft are Category D IV, B757-200 equivalent and lower. Ngt ops discouraged to pilots unfamiliar with arpt. Recommend all acft departing Rwy 25 initiate a left turn as soon as altitude and safety permit to avoid high terrain. Extensive military helicopter training operations surface to 1000' AGL within 25 NM radius Eagle Co Arpt 1330-0500Z+. No snow removal between midnight and 1300Z+. Air carrier acft should not leave or enter Twy A east of Twy C-2. Rwy 25 PAPI only visible to 6° left of centerline due to terrain. After 0200Z+ ACTIVATE HIRL Rwy 07-25, REIL Rwy 07, and MALSR Rwy 25—CTAF. PAPI Rwy 25 operates 24 hours. U.S. Customs user fee arpt: regular office hrs Thu-Mon 1600-0000Z+. After hrs service avbl. Office 970-524-0490. After hrs 303-472-1125. Three hr advance notice required.



**WEATHER DATA SOURCES:** AWOS-3 135.575 (970) 524-7386.

**COMMUNICATIONS:** CTAF 119.8 ATIS 135.575

**RCO** 122.2 (DENVER RADIO)

**DENVER CENTER APP/DEP CON** 128.65 **CLNC DEL** 124.75

**TOWER** 119.8 (1400-0200Z+) **GND CON** 124.75 **CLNC DEL** 124.75

**AIRSPACE:** CLASS D svc 1400-0200Z+ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

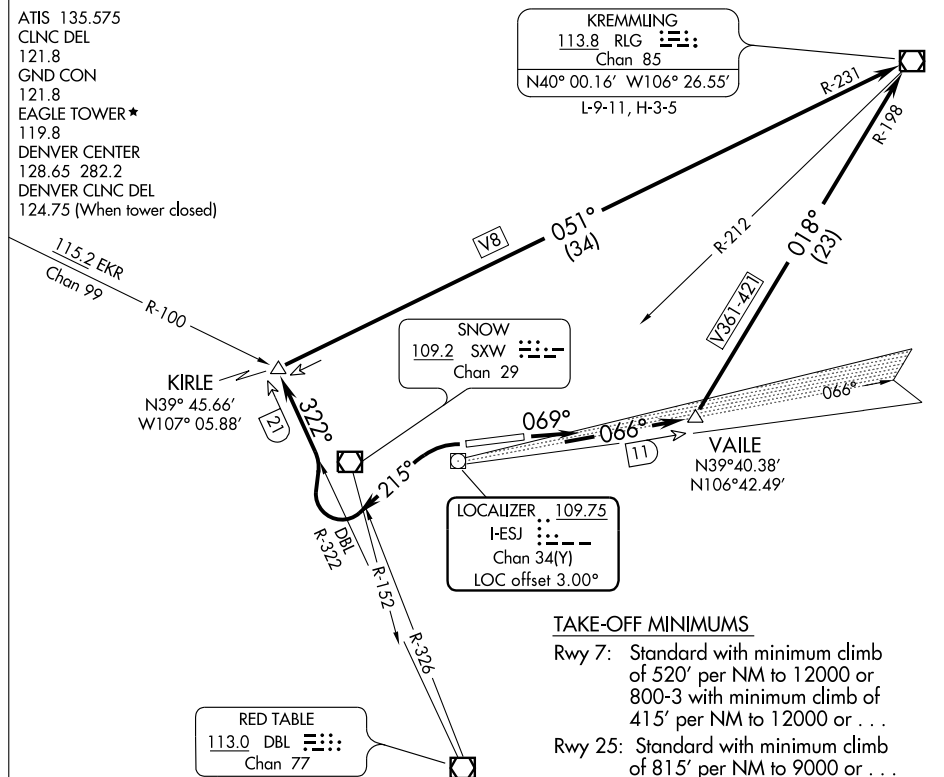
**SNOW (L) VORW/DME** 109.2 SXW Chan 29 N39°37.77' W106°59.47' 066° 3.5 NM to fld. 8060/12E.

Unmonitored 0600-1300Z+.

**EASTON (VALLEY VIEW)** (See GREELEY)

## GYPSUM FOUR DEPARTURE (OBSTACLE)

ATIS 135.575  
CLNC DEL  
121.8  
GND CON  
121.8  
EAGLE TOWER ★  
119.8  
DENVER CENTER  
128.65 282.2  
DENVER CLNC DEL  
124.75 (When tower closed)



## TAKE-OFF MINIMUMS

- Rwy 7: Standard with minimum climb of 520' per NM to 12000 or 800-3 with minimum climb of 415' per NM to 12000 or ...
- Rwy 25: Standard with minimum climb of 815' per NM to 9000 or ...
- ... 4100-3 for climb in visual conditions

## TAKEOFF OBSTACLE NOTES

- Rwy 7: Windsock 99' from DER, 352' left of centerline, 12' AGL/6552' MSL. OL on tower 2.2 NM from DER, 1688' right of centerline, 57' AGL/7057' MSL. Trees beginning 1.1 NM from DER, 1945' right of centerline, up to 18' AGL/7017' MSL. Tree 2.2 NM from DER, 3227' right of centerline, 27' AGL/7252' MSL.
- Rwy 25: Multiple trees beginning 1.6 NM from DER, 233' left of centerline, up to 15' AGL/7694' MSL. Pole 2 NM from DER, 111' left of centerline, 14' AGL/7333' MSL. Multiple trees beginning 1.4 NM from DER, 795' right of centerline, up to 16' AGL/7615' MSL. Multiple poles, tank, and OL on tower beginning 1.4 NM from DER, 77' right of centerline, up to 37' AGL/7716' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 7:** Climb heading 069° and I-ESJ northeast course to VAILE INT/I-ESJ 11 DME then turn left via RLG R-198 to RLG VOR/DME or ...

**TAKE-OFF RUNWAY 25:** Climbing left turn heading 215°, upon crossing SXW R-152 or DBL R-326 turn right via DBL R-322 to KIRLE INT/DBL 21 DME then turn right via RLG R-231 to RLG VOR/DME or ...

... Climb in visual conditions to cross Eagle County Rgnl Airport northeast bound at or above 10500, then via RLG R-212 to RLG VOR/DME.

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ASPEN, CO		
ASPEN-PITKIN COUNTY /		
SARDY FIELD (ASE)		
	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A and west edge of ramp.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
DENVER, CO		
CENTENNIAL (APA)		
	HS 1	Int Twy A1. Hold line across run-up area.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER, CO		
ROCKY MOUNTAIN		
METROPOLITAN (BJC)		
	HS 1	Frequent helicopter operations.
EAGLE, CO		
EAGLE COUNTY RGNL (EGE)		
	HS 1	High density parking area.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

## LDA/DME RWY 25

EAGLE COUNTY RGNL (EGE)

LOC/DME I-ESJ <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>246°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>6540</b> <b>6540</b>
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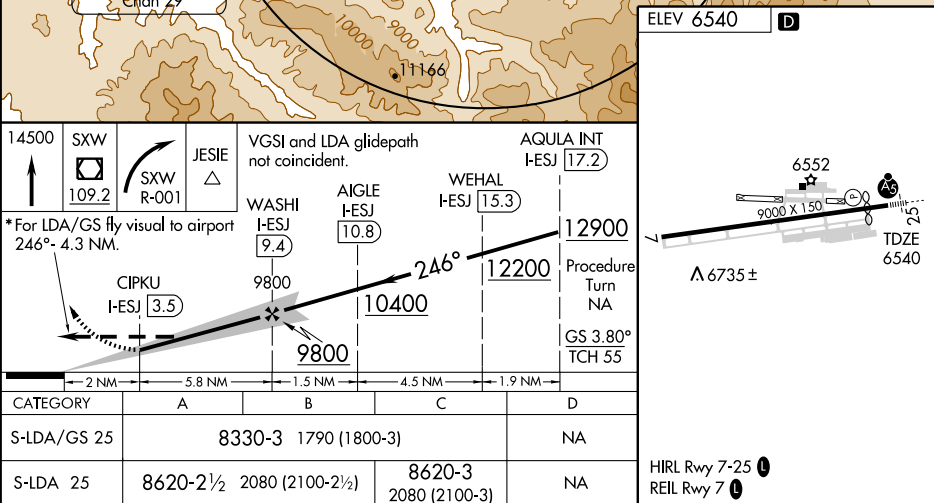
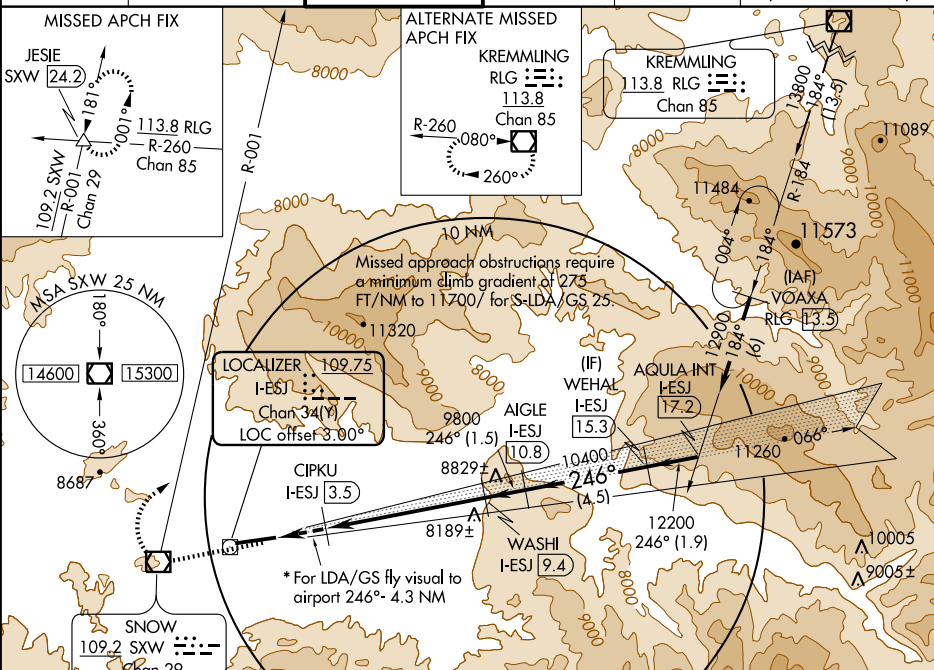
**▼** Inoperative table does not apply.  
**▲** At night increase LDA/GS visibility to 5 miles.  
 \* Fly visual to airport authorized during day only.

MALSR



MISSED APPROACH: Climb to 14500 direct SXW  
 VOR/DME and climbing right turn via SXW R-001  
 to JESIE INT/SXW 24.2 DME and hold.

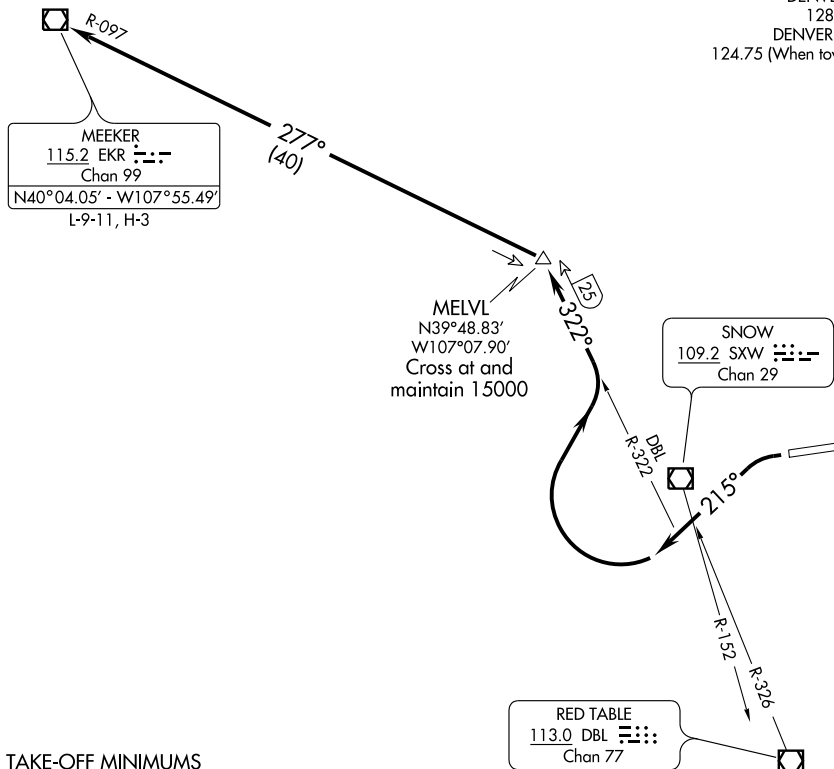
ATIS <b>135.575</b>	DENVER CENTER <b>128.65 282.2</b>	EAGLE TOWER ★ <b>119.8</b> (CTAF) <b>0</b>	GND CON <b>121.8</b>	CLNC DEL <b>124.75</b>	DENVER CLNC DEL <b>124.75</b> (When tower closed)
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## MEEKER ONE DEPARTURE

ATIS 135.575  
CLNC DEL 121.8  
GND CON 121.8  
EAGLE TOWER ★  
119.8  
DENVER CENTER  
128.65 282.2  
DENVER CLNC DEL  
124.75 (When tower closed)

TAKE-OFF MINIMUMS

Rwy 7: NA - ATC

Rwy 25: Standard with minimum climb of 815' per NM to 15000.

TAKE-OFF OBSTACLE NOTES

Rwy 25: Multiple trees beginning 1.6 NM from DER, 233' left of centerline, up to 15' AGL/7694' MSL.

Pole 2 NM from DER, 111' left of centerline, 14' AGL/7333' MSL.

Multiple trees beginning 1.4 NM from DER, 795' right of centerline, up to 16' AGL/7615' MSL.

Multiple poles, tank and OL on tower beginning 1.4 NM from DER, 77' right of centerline, up to 37' AGL/7716' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Climbing left turn heading 215°, upon crossing SXW R-152 or DBL R-326 turn right via DBL R-322 to MELVL INT/DBL 25 DME then turn left via EKR R-097 to EKR VOR/DME. Cross MELVL at and maintain 15000, expect filed altitude 10 minutes after departure.

## MEEKER ONE DEPARTURE

APP CRS <b>247°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>6535</b>
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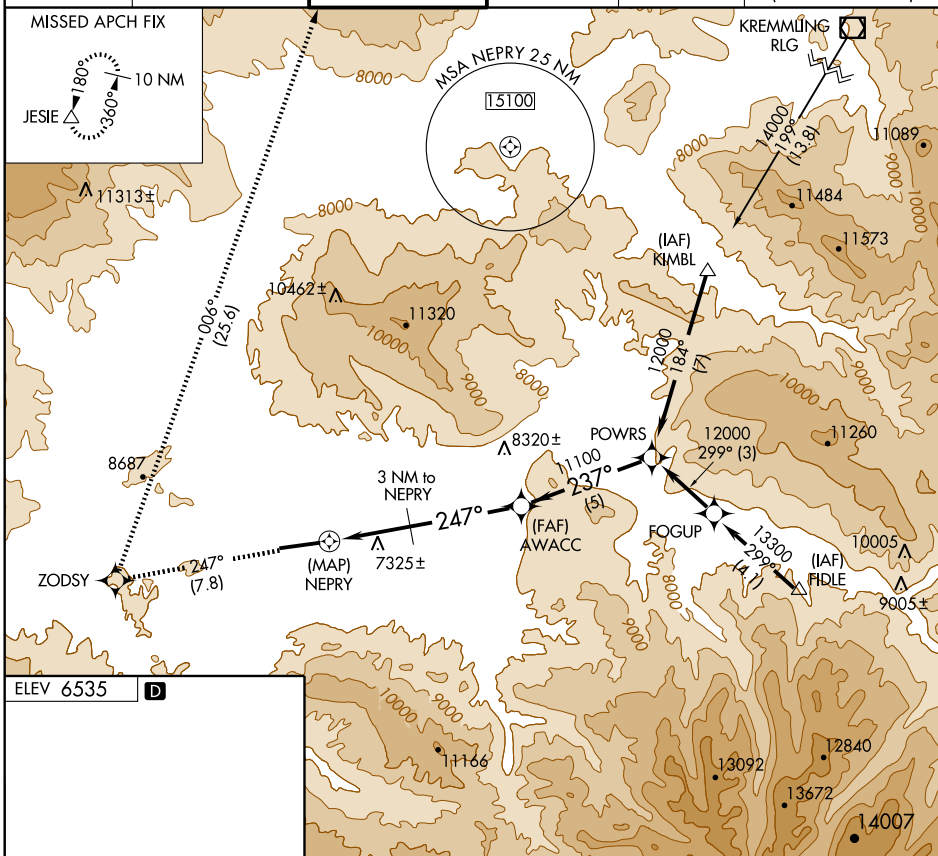
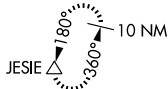
# RNAV (GPS) -D

## EAGLE COUNTY RGNL (EGE)

<p><b>GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.</b></p> <p><b>NA</b> Circling south of Rwy 7-25 not authorized for Cat. C and D at night.</p>	<p><b>MISSED APPROACH:</b> Climb to 14500 via 247° course to ZODSY WP, then via 006° course to JESIE WP and hold.</p>
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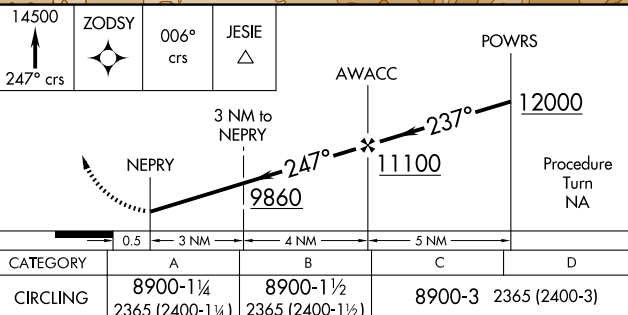
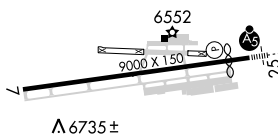
ATIS <b>135.575</b>	DENVER CENTER <b>128.65 282.2</b>	EAGLE TOWER ★ <b>119.8 (CTAF) 0</b>	GND CON <b>121.8</b>	CLNC DEL <b>124.75</b>	DENVER CLNC DEL <b>124.75</b> (When tower closed)
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MISSED APCH FIX



ELEV 6535

D



HIRL Rwy 7-25 0

REIL Rwy 7 0

## ELLICOTT

**COLORADO SPRINGS EAST** (A50) 3 NW UTC-7(-6DT) N38°52.47' W104°24.60'

DENVER

L-10F

6145 S2 FUEL 100LL NOTAM FILE DEN

RWY 17R-35L: H4500X42 (ASPH) RWY LGTS (NSTD)

RWY 17R: Tree. RWY 35L: VASI (NSTD) Rgt tfc. Road.

RWY 17L-35R: 4500X40 (GRVL)

RWY 35R: Road.

RWY 08-26: 3440X60 (GRVL)

RWY 08: Fence. Rgt tfc.

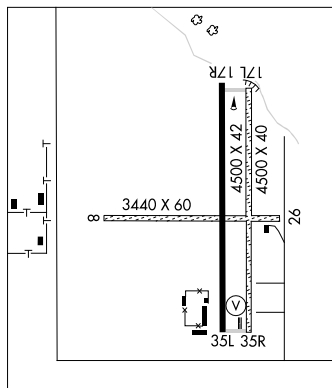
RWY 26: Road.

**AIRPORT REMARKS:** Attended 1500-0000Z+. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 17R-35L lgts on E side of rwy only. Rwy 17R-35L CLOSED to helicopters. Rwy 08 +35' p-line 1500' from thld 0° both sides of centerline. Rwy 17R-35L has 6' asphalt shoulder both sides full length. Rwy 17R has +4' fence 375' from rwy end on both sides. -2' terrain 280' from rwy end on both sides. Recommend acft land past Rwy 35L connector twy. Rwy 17R-35L marked on both sides with white reflectors. For NSTD rwy lgts call 719-243-2083. Rwy 35L NSTD one-box VASI located right side of thld OTS indef. Fee for commercial acft ctc arpt manager 719-243-2083. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

**BLACK FOREST (L) VORTACW** 112.5 BRK Chan 72 N38°56.67' W104°38.01' 099° 11.3 NM to fld. 6930/13E.



**ELLICOTT-USA FALCON BULLSEYE AUX AIRSTRIP** CO90 N38°45'28" W104°18'28"

DENVER

L-10F

ASOS 118.325 719-683-3346.

**EMPIRE** OCO N39°47.67' W105°45.78'/12493

DENVER

L-9E

AWOS-3 134.325.

**ERIE MUNI** (EIK) 3 S UTC-7(-6DT) N40°00.61' W105°02.88'

CHEYENNE

L-10F, A

IAP

5130 B S4 FUEL 100LL, JET A, MOGAS OX 1, 2 NOTAM FILE DEN

RWY 15-33: H4700X60 (CONC) S-12.5 MIRL 0.9% up S

RWY 15: REIL. PAPI(P2L). Tree. Rgt tfc.

RWY 33: PAPI(P2L). Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1500-0000Z+, Sun 1500-2100Z+. After hrs emerg ctc 303-870-5659. Self svc credit card fuel avbl 24 hrs. Rwy 15 has -2' to -6' ditches within 700' of rwy end at various locations. Rwy 33 has -6' to -12' ditch 60' left of centerline parallel to first 750' of rwy. Rwy 15-33 -2' terrain 60' to 70' E of rwy centerline, full length. Twy marked with blue reflectors. ACTIVATE MIRL Rwy 15-33 PAPI Rwy 15 and Rwy 33 and REIL Rwy 15—CTAF.

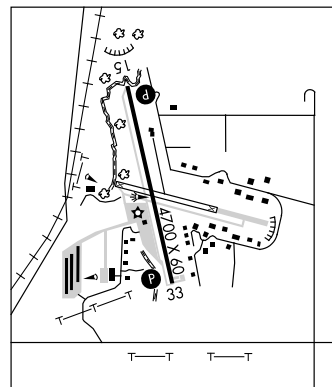
**WEATHER DATA SOURCES:** AWOS-3 133.825 (303) 604-4339.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ DENVER APP/DEP CON 126.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BJC.

**JEFFCO (H) VORW/DME** 115.4 BJC Chan 101 N39°54.78' W105°08.34' 025° 7.2 NM to fld. 5728/11E.



**FALCON** N39°41.41' W104°37.26' NOTAM FILE DEN.

DENVER

(H) VORTACW 116.3 FQF Chan 110 225° 12.8 NM to Centennial. 5780/11E. VORTAC unusable 068°-088° byd 10 NM blo 11,500'.

H-3F, 5A, L-10G, A

**FORT CARSON** (See BUTTS AAF)

VOR/DME BJC  
**115.4**  
Chan **101**

APP CRS  
**203°**

Rwy Idg  
TDZE  
Apt Elev **5130**

**N/A**  
**N/A**

VOR/DME or GPS-A  
ERIE MUNI (EIK)



NA

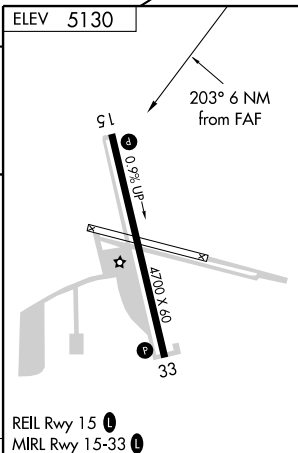
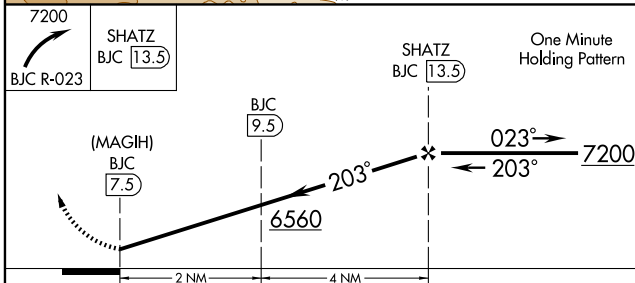
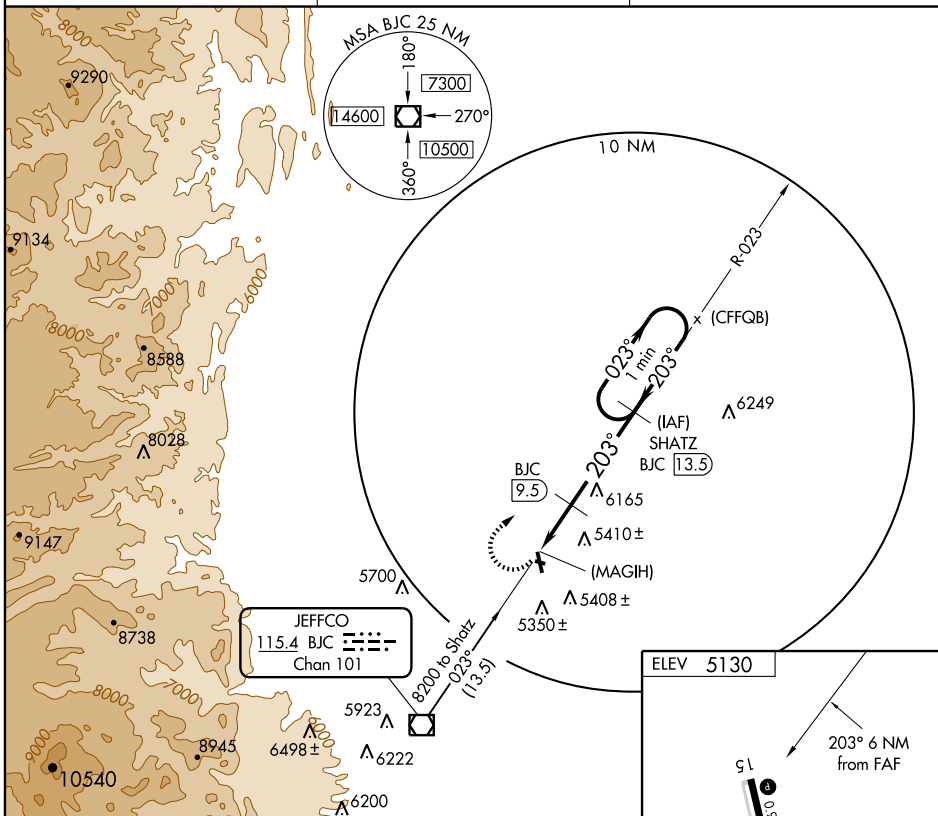
Use Denver Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 7200  
via BJC R-023 to SHATZ/13.5 DME and hold.

AWOS-3  
**133.825**

DENVER APP CON  
**126.1 360.75**

UNICOM  
**123.0** (CTAF) **0**



CATEGORY	A	B	C	D
CIRCLING	5840-1 710 (800-1)	5860-1 730 (800-1)	5880-2 ¼ 750 (800-2 ¼)	NA

**BUTTS AAF** (FORT CARSON) (FCS) (KFCS) A 3 S UTC-7(-6DT) N38°40.70' W104°45.39' **DENVER**  
 5838 B TPA—See Remarks NOTAM FILE FCS Not insp. **L-10F**  
**Rwy 13-31:** H4572X75 (ASPH) PCN 24 F/B/W/T **DIAP**  
**Rwy 04-22:** H2700X75 (ASPH)  
**MILITARY SERVICE:** **FUEL** J8. Opr Mon-Fri 1600-0630Z± except holidays. PPR for transient fuel. J8. Hot POL avbl Mon-Fri 2100-0530Z± except holidays other times by NOTAM.  
**MILITARY REMARKS:** Opr continuous except New Years Day, Thanksgiving and Christmas. **RSTD** PPR DSN 691-3935/3936, C719-526-3936/3935. 500' ovrn on NW end of rwy avbl for use by C-12 and smaller acft. Midfield Twy D clsd to C-130 and heavier acft. **CAUTION** Extensive artillery and small arms firing. During periods of strong SW surface winds, expect structure and terrain generated turbulence with wind shear near the apch end Rwy 13. **TFC PAT** TPA—Multi engine fixed wing NSTD tfc Rwy 13-31 E tfc 7300(1462). All others: rotary wing 6600(762), fixed wing 6800(962).  
**MISC** Automated obs are avbl 24 hrs. Obs are augmented Mon-Fri 1200-0600Z± except holidays (or end of local flying). Wx technician (DSN 691-3620, C719-526-3620), avbl Mon-Fri 1200-0600Z± except holidays (or end of local flying). Remote weather briefing avbl from 25th OWS DSN 228-6598/6599, C520-228-6598/6599.  
**COMMUNICATIONS:** ATIS 108.8 **PTD/OPS** 141.15  
**SPRINGS APP/DEP CON** 124.0 257.875  
**TOWER** 125.5 229.4 239.3 41.50 24 hrs except New Years Day. Thanksgiving and Christmas.  
**PMSV METRO** 44.1 (Wx technician avbl Mon-Fri 1200-0600Z± except holidays (or end of local flying).  
**FLT FLW** 38.55 138.15 (Butts Radio avbl 24 hours except New Years Day, Thanksgiving and Christmas)  
**AIRSPACE:** CLASS D 24 hrs except New Years Day, Thanksgiving and Christmas. Other times CLASS G.  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FCS.  
 (T) **VOR/DME** 108.8 FCS Chan 25 N38°40.84' W104°45.42' at fld. 5829/12E. VOR unusable 050°-070° byd 10 NM blo 15,000'. VOR/DME unusable 230°-305° byd 10 NM blo 15,000'.  
**IRONHORSE NDB (MHW)** 335 IHS N38°40.70' W104°45.20' at fld. Unmonitored Thanksgiving, Dec 25 and Jan 1. Unusable 210°-300° byd 20 NM blo 20,000'.

**BYERS** N39°45.95' W103°55.68' NOTAM FILE DEN. **DENVER**  
 (H) **VORW/DME** 113.5 BVR Chan 82 269° 34.6 NM to Denver Intl. 5252/10E. **H-5A, L-10F**

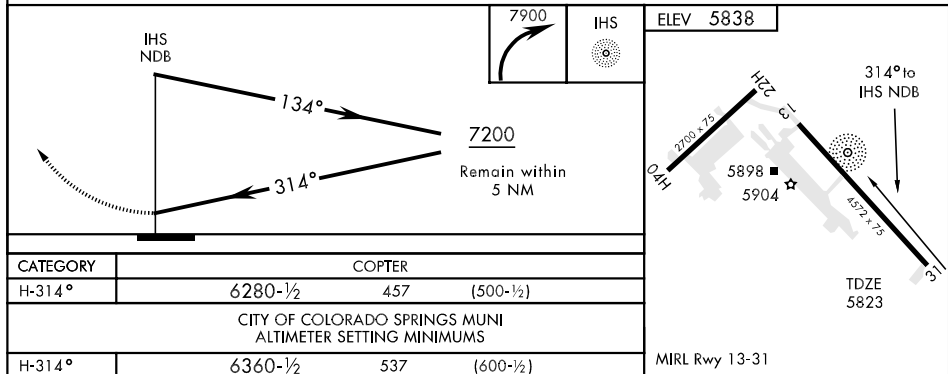
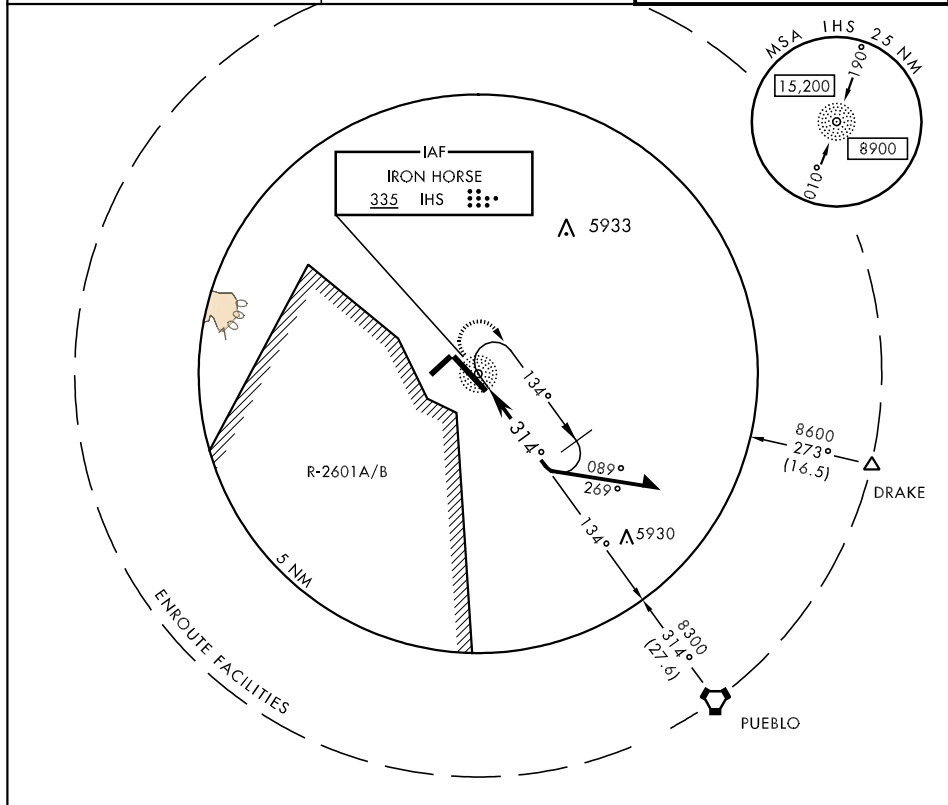
**CALHAN** (5V4) 1 N UTC-7(-6DT) N39°02.90' W104°17.58' **DENVER**  
 6450 S1 **FUEL** 100LL, JET A TPA-7250(800) NOTAM FILE DEN  
**Rwy 17-35:** 4565X50 (TURF-GRVL) LIRL (NSTD)  
**Rwy 17:** TRCV(TRIL). Road. **Rwy 35:** Trees. Rgt tfc.  
**AIRPORT REMARKS:** Attended irregularly. Parachute Jumping. Vehicles crossing rwy. Rwy 17-35 width varies from 50' to 100'. Rwy 17 first 1250' 45' wide artificial turf. Be alert, intensive USAF student training invov Colorado Springs and Pueblo Colorado. Aerobatic practice area 1/2 mile west of Rwy 17-35 300' AGL to 10,000' MSL. South end rwy has side slope. -6' ditch 40' west of centerline. Ground raises on east side of rwy. Rwy 17-35 NSTD LIRL, north 2500' rwy lgtd. **ACTIVATE** NSTD LIRL Rwy 17-35 and VASI Rwy 17—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.  
**COMMUNICATIONS:** CTAF/UNICOM 122.725

NDB IHS <b>335</b>	APCH CRS <b>314°</b>	Rwy Idg TDZE Arpt Elev <b>4572</b> <b>5823</b> <b>5838</b>
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AL-6594 [USA]

BUTTS AAF (KFCS)

<div><div><div></div><div></div></div><div>NA</div></div> <div>When control zone not in effect, use Colorado Springs, CO altimeter setting</div>	MISSED APPROACH: Climbing right turn to 7900 in IHS holding pattern.		
ATIS 108.8	SPRINGS APP CON 124.0 257.875		BUTTS TOWER 125.5 0 229.4 41.5



VOR/DME FCS  
**108.8**  
Chan **25**

APCH CRS  
**310°**

Rwy Idg **4572**  
TDZE **5823**  
Arpt Elev **5838**

AL-6594 [USA]

BUTTS AAF (KFCS)



NA

When control zone not in effect use  
Colorado Springs, CO altimeter setting.

MISSED APPROACH: Climbing right turn  
to 9000 via FCS VOR/DME R-093 to DRAKE INT.

ATIS  
**108.8**

SPRINGS APP CON  
**124.0 257.875**

BUTTS TOWER  
**125.5 0 229.4 41.5**

BLACK FOREST  
112.5 BRK  
Chan 72

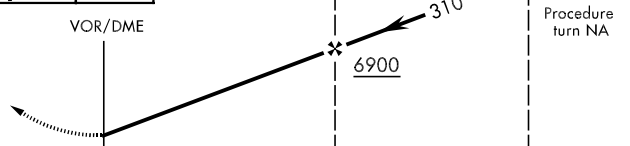
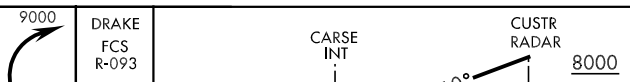
BUTTS  
108.8 FCS  
Chan 25

RADAR  
REQUIRED

HUGO  
112.1 HGO  
Chan 58

PUEBLO  
116.7 PUB  
Chan 114

CAUTION: Exceedingly high  
terrain 3 miles West of A/B.

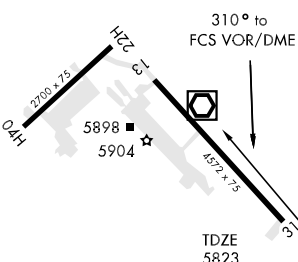


CATEGORY	A	B	C	D
S-31	6200-1	377 (400-1)		NA
CIRCLING	6340-1	502 (600-1)	6340-1½ 502 (600-1½)	NA

CITY OF COLORADO SPRINGS MUNI  
ALTIMETER SETTING MINIMUMS

CATEGORY	A	B	C	D
S-31	6260-1	437 (500-1)	6260-1¼ 437 (500-1¼)	NA
CIRCLING	6400-1	562 (600-1)	6420-1½ 582 (600-1½)	NA

ELEV 5838



MIRL Rwy 13-31

# FORT COLLINS/LOVELAND

## FORT COLLINS-LOVELAND MUNI

(FNL) 9 SE UTC-7(-6DT) N40°27.11' W105°00.68'

CHEYENNE

5016 B S4 FUEL 100LL, JET A OX 1, 2 Class I, ARFF Index B NOTAM FILE FNL

H-3F, 5A, L-10F

RWY 15-33: H8500X100 (ASPH-GRVD) S-50, D-65, 2S-82, 2D-130 HIRL

IAP

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 50'. 0.5% up.

RWY 33: MALSR. PAPI(P4L)—GA 3.0° TCH 51'. 0.5% down

RWY 06-24: H2273X40 (ASPH)

### RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-2273 TODA-2273 ASDA-2273 LDA-2273

RWY 15: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

RWY 24: TORA-2273 TODA-2273 ASDA-2273 LDA-2273

RWY 33: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

**AIRPORT REMARKS:** Attended 1300-0500Z+. Parachute Jumping. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 970-962-2852.

Rwy 33 preferred tkr and ldr with winds 5 kts or less any direction. HIRL Rwy 15-33 preset low ints, to increase ints and ACTIVATE parallel twy lights, REIL Rwy 15 MALSR Rwy 33 and PAPI Rwy 33—CTAF. Rwy 15 PAPI on continuous. NOTE: See Special Notices—Christman Airport, Fort Collins, Colorado. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (970) 669-9187.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

FT. COLLINS-LOVELAND RCO 122.4 (DENVER RADIO)

GILL RCO 122.65 (DENVER RADIO)

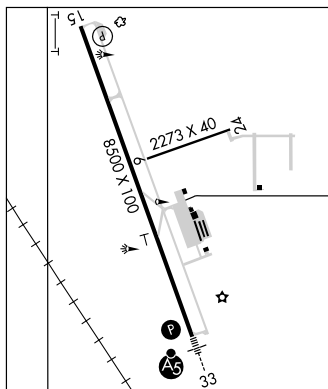
DENVER APP/DEP CON 134.85 CLNC DEL 120.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

GILL (H) VORTACW 114.2 GLL Chan 89 N40°30.23' W104°33.18' 249° 21.2 NM to fld. 4910/13E.

COLLN NDB (LOM) 400 FN N40°21.79' W104°58.28' 332° 5.6 NM to fld.

ILS 109.5 I-FNL Rwy 33. Class IT. LOM COLLN NDB (ILS unmonitored when arpt unattended).



## FORT MORGAN MUNI

(FMM) 5 N UTC-7(-6DT) N40°20.04' W103°48.24'

CHEYENNE

4569 B S2 FUEL 100LL, JET A1 TPA-5600(1031) NOTAM FILE DEN

H-5A, L-10F

RWY 14-32: H5219X60 (CONC) S-30 MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 23'. Ground.

RWY 32: REIL. Road.

RWY 17-35: 3800X30 (DIRT-TURF)

RWY 17: Ground.

RWY 08-26: 2467X100 (TURF)

RWY 08: Road.

RWY 26: Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1500-0000Z+. For fuel after hours phone 970-768-0553 or 970-467-8304.

Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 8 has 20' haystacks 30' left of rwy, 150' from rwy thld. Rwy 08-26 used for severe crosswind conditions only. Rwy 08-26 rise at intersection of Rwy 14-32. Rwy 32 150' aligned twy—for taxiing only. ACTIVATE MIRL Rwy 14-32—CTAF. NOTE: See Special Notices—Aerobatic Operations in Colorado. USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 132.95 (970) 867-4823.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AKO.

AKRON (H) VORW/DME 114.4 AKO Chan 91 N40°09.33' W103°10.79' 278° 30.6 NM to fld. 4620/13E.

## FREMONT CO

(See CANON CITY)

## FRONT RANGE

(See DENVER)

## GARFIELD CO RGNL

(See RIFLE)

## GEBAUER

(See AKRON)

GILL N40°30.23' W104°33.18' NOTAM FILE DEN.

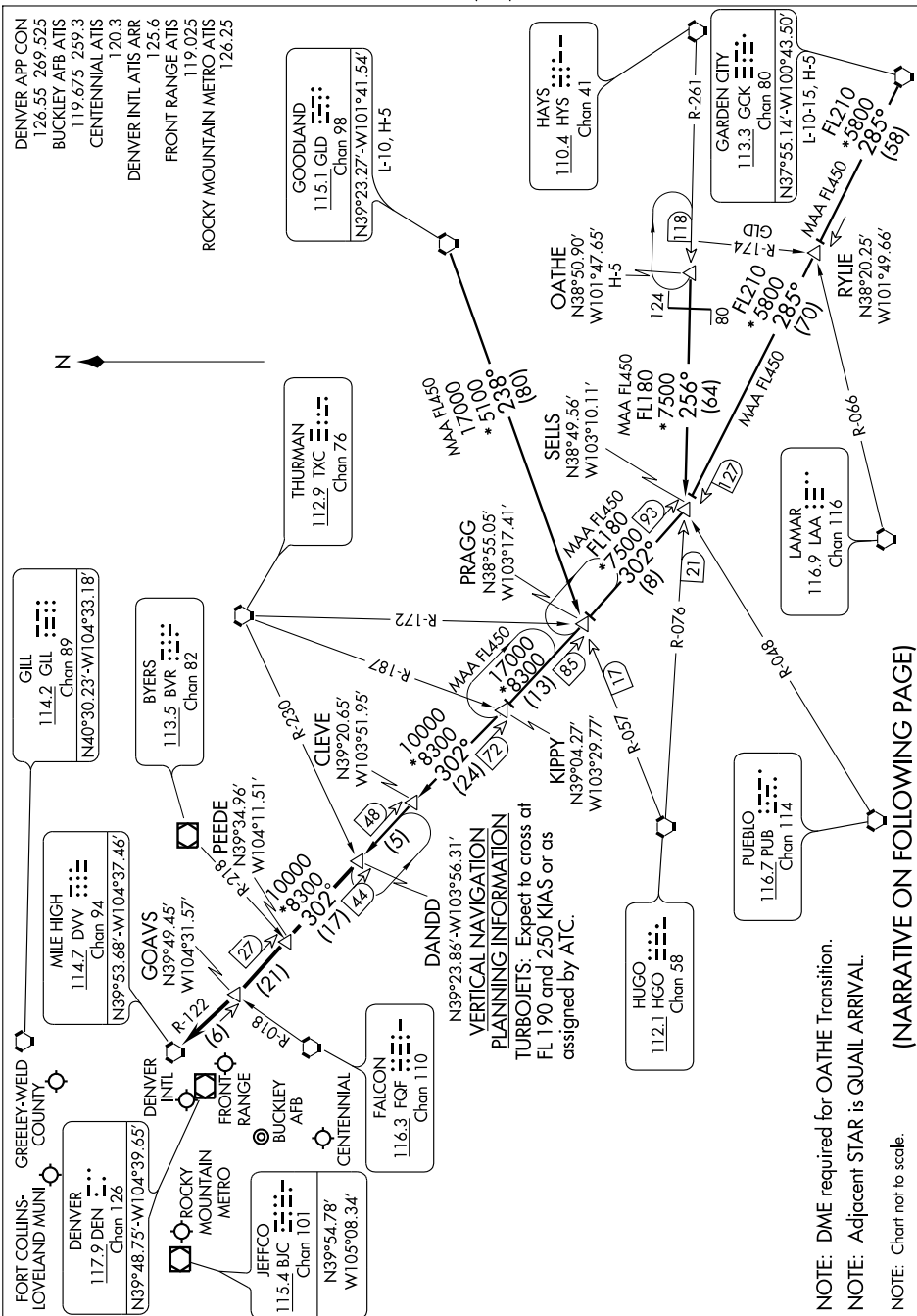
CHEYENNE

(H) VORTACW 114.2 GLL Chan 89 249° 21.2 NM to Fort Collins-Loveland Muni. 4910/13E.

H-5A, L-10F

RCO 122.65 (DENVER RADIO)





SW-1. 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

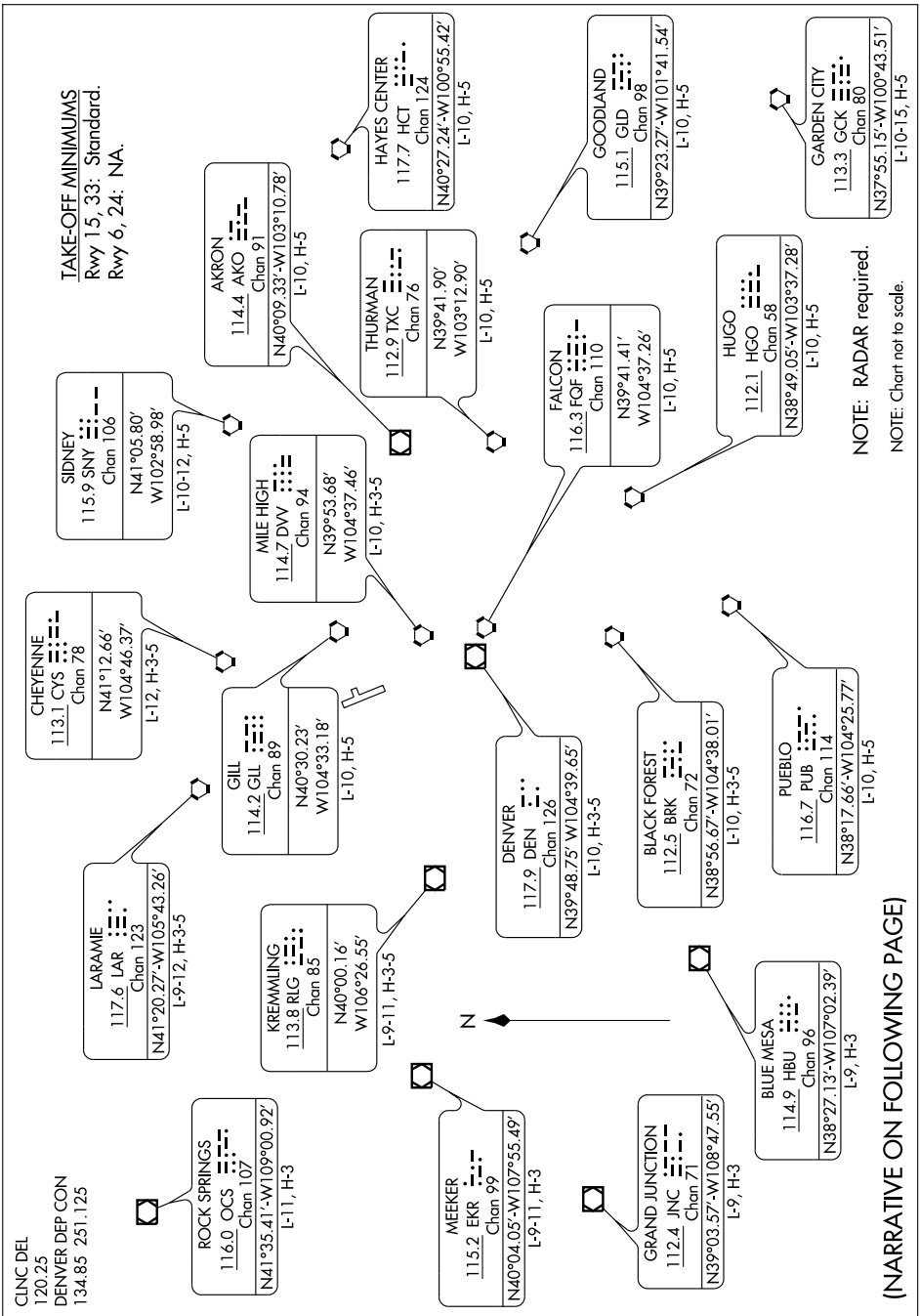
SW-1, 23 SEP 2010 to 21 OCT 2010

DENVER FIVE DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (F.NL)

FORT COLLINS (LOVELAND), COLORADO



DENVER FIVE DEPARTURE

FORT COLLINS (LOVELAND), COLORADO

FORT COLLINS-LOVELAND MUNI (F.NL)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

LOC I-FNL	APP CRS	Rwy Idg	<b>8500</b>
<b><u>109.5</u></b>	<b>331°</b>	TDZE	<b>5016</b>
		Apt Elev	<b>5016</b>

# ILS or LOC RWY 33

## FORT COLLINS-LOVELAND MUNI (FNL)

**V** Circling to Rwy 6/24 NA at night. ADF or RADAR required. **A** NA When local altimeter setting not received, use Denver Intl altimeter setting and increase DA 147 feet and all MDA 160 feet. Increase S-ILS 33 visibility all Cats ¼ mile, S-LOC 33 Cat C/D visibility ½ mile, and Circling Cat C/D visibility ¼ mile. For inoperative MALSR, when using Denver Intl altimeter setting increase S-ILS 33 visibility all Cats to 1 ½ mile.

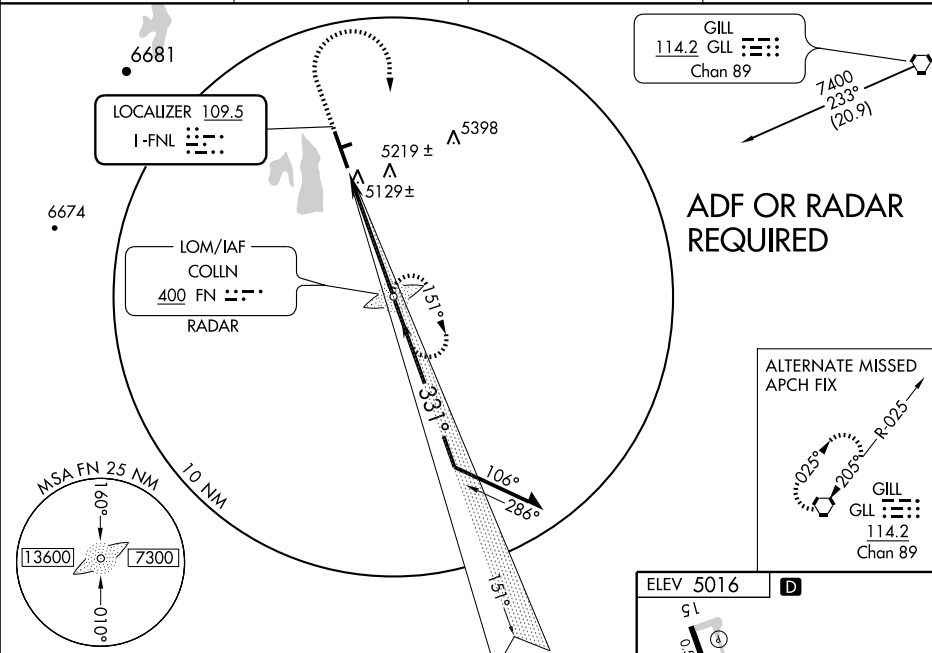
MALSR



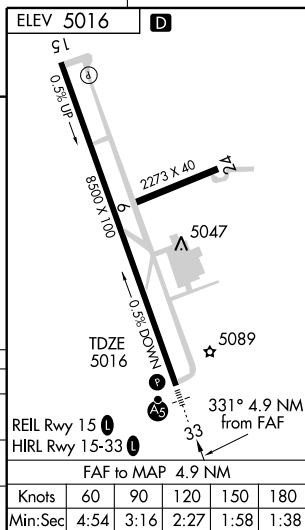
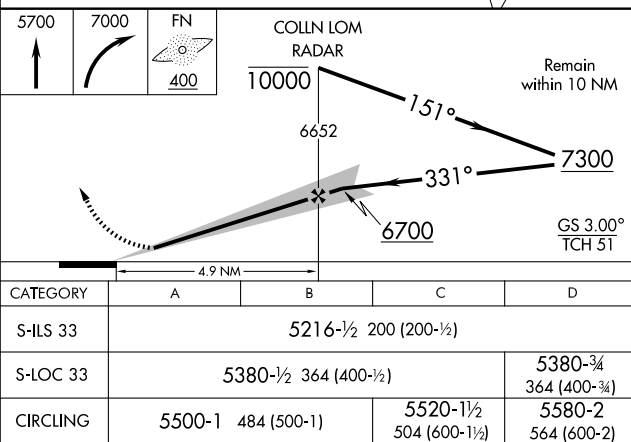
**MISSED APPROACH:** Climb to 5700 then climbing right turn to 7000 direct COLLN LOM and hold.

AWOS-3  
135.075

DENVER APP CON  
134.85 251.125

CLNC DEL  
**120.25**UNICOM  
122.7 (CTAF) **L**

SW-1. 23 SEP 2010 to 21 OCT 2010



FORT COLLINS (LOVELAND), COLORADO

Amdt 6 10042

FORT COLLINS-LOVELAND MUNI (FNL)

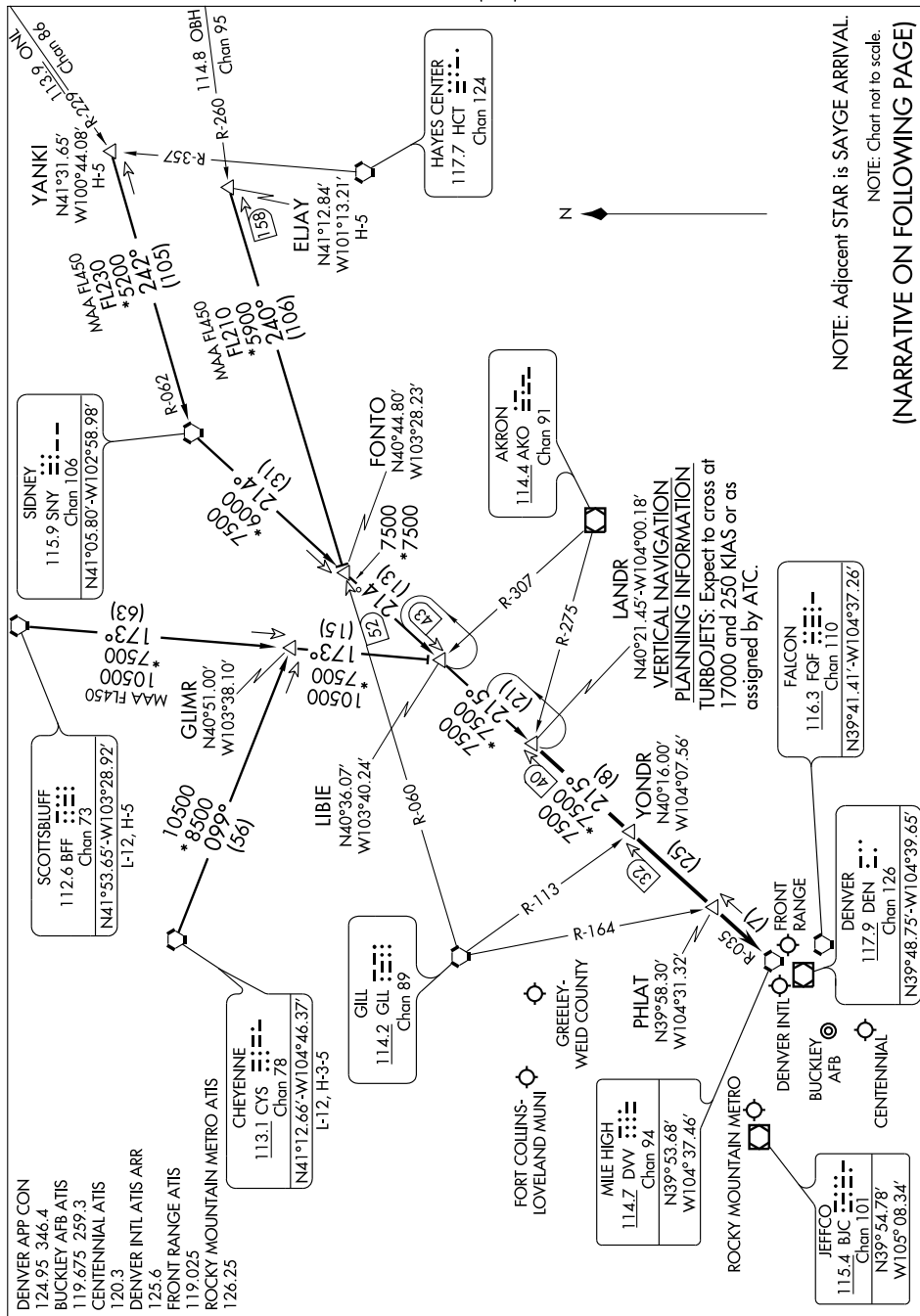
ILS or LOC RWY 33

40°27'N-105°01'W

## LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

## LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER, COLORADO

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER APP CON  
120.35 379.3  
BUCKLEY AFB ATIS  
119.675 259.3  
CENTENNIAL ATIS  
120.3  
DENVER INTL ATIS ARR  
125.6  
FRONT RANGE ATIS  
119.025  
ROCKY MOUNTAIN METRO ATIS  
126.25

GILL  
114.2 GLL : : : :  
Chan 89  
N40°30.23'-W104°33.18'

FORT COLLINS-  
LOVELAND MUNI

GREELEY-  
WELD COUNTY

DENVER  
117.9 DEN : : :  
Chan 126  
N39°48.75'-W104°39.65'

ROCKY MOUNTAIN  
METRO

DENVER  
INTL

FRONT RANGE

JEFFCO  
115.4 BJC : : : :  
Chan 101

HUUGE  
N39°34.72'  
W104°47.91'

PAYDD  
N39°24.10'  
W105°04.73'

**LARKS**  
N39°15.44'-W105°18.31'  
**VERTICAL NAVIGATION  
PLANNING INFORMATION**

**TURBOJETS:** Expect to cross at  
17000 and 250 KIAS or as  
assigned by ATC.

FALCON  
116.3 FGF : : : :  
Chan 110  
N39°41.41'  
W104°37.26'

RED TABLE  
113.0 DBL : : : :  
Chan 77

BLUE MESA  
114.9 HBU : : :  
Chan 96

BLACK FOREST  
112.5 BRK : : :  
Chan 72

RATTLESNAKE  
115.3 RSK : : :  
Chan 100  
N36°44.90'-W108°05.93'  
L-8, H-4

ALAMOSA  
113.9 ALS : : :  
Chan 86  
N37°20.95'-W105°48.93'  
L-8-9, H-4-5

PUEBLO  
116.7 PUB : : : :  
Chan 114  
N38°17.66'-W104°25.77'  
L-10, H-5

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## LARKS SIX ARRIVAL

(LARKS.LARKS6) 09351

DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

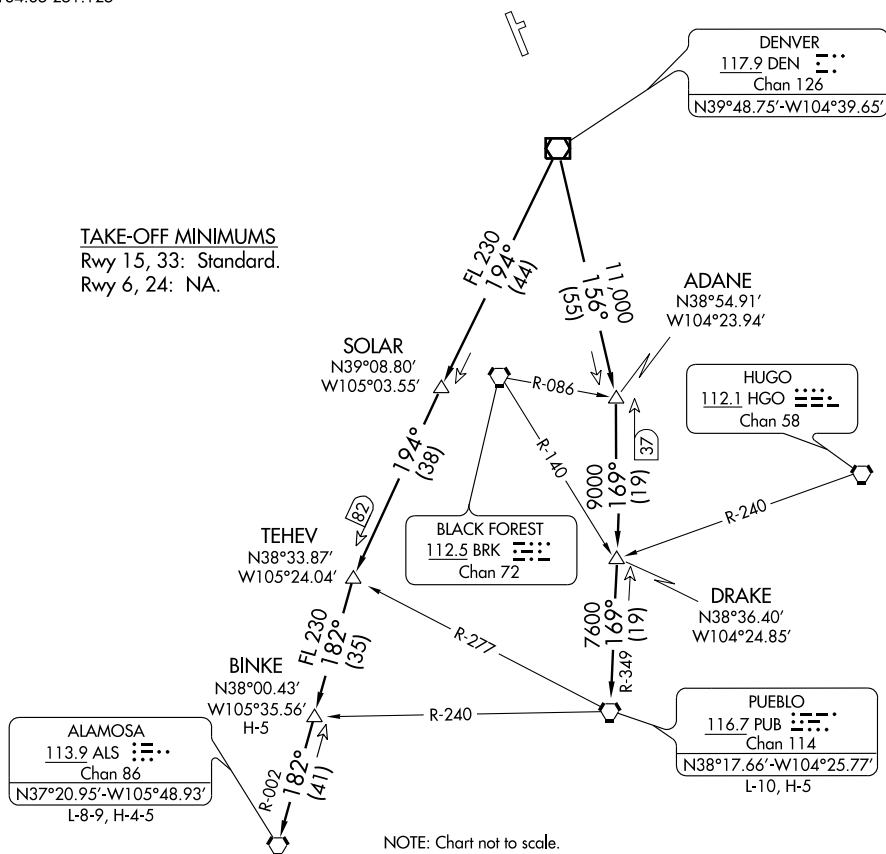
## PIKES FOUR DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)  
FORT COLLINS (LOVELAND), COLORADOCLNC DEL  
120.25  
DENVER DEP CON  
134.85 251.125TAKE-OFF MINIMUMS

Rwy 15, 33: Standard.

Rwy 6, 24: NA.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

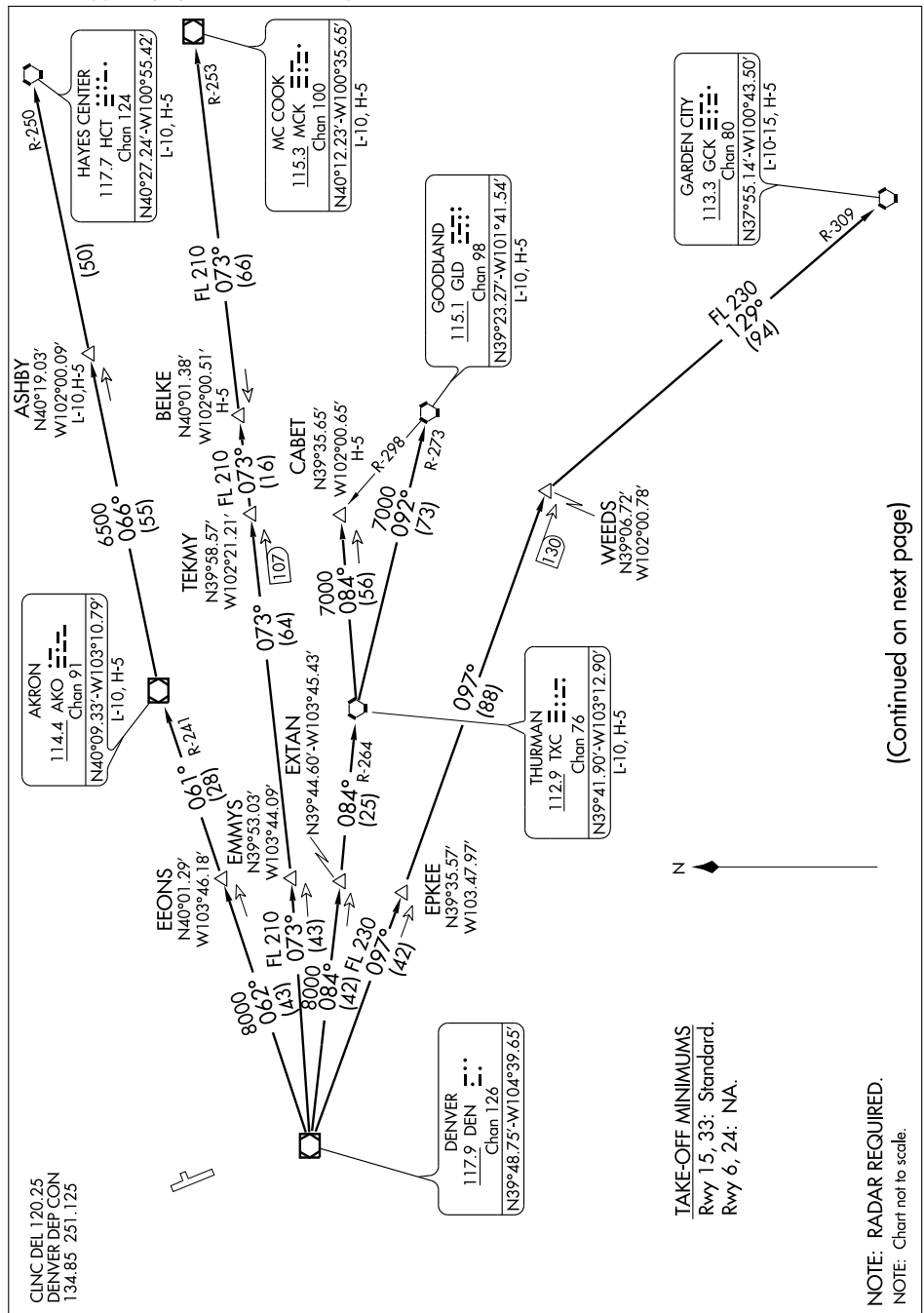
PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

## PIKES FOUR DEPARTURE

(PIKES4.DEN) 07298

FORT COLLINS (LOVELAND), COLORADO  
FORT COLLINS-LOVELAND MUNI (FNL)

SW-1, 23 SEP 2010 to 21 OCT 2010



(Continued on next page)

SW-1. 23 SEP 2010 to 21 OCT 2010

NOTE: RADAR REQUIRED.  
NOTE: Chart not to scale.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 23 SEP 2010 to 21 OCT 2010

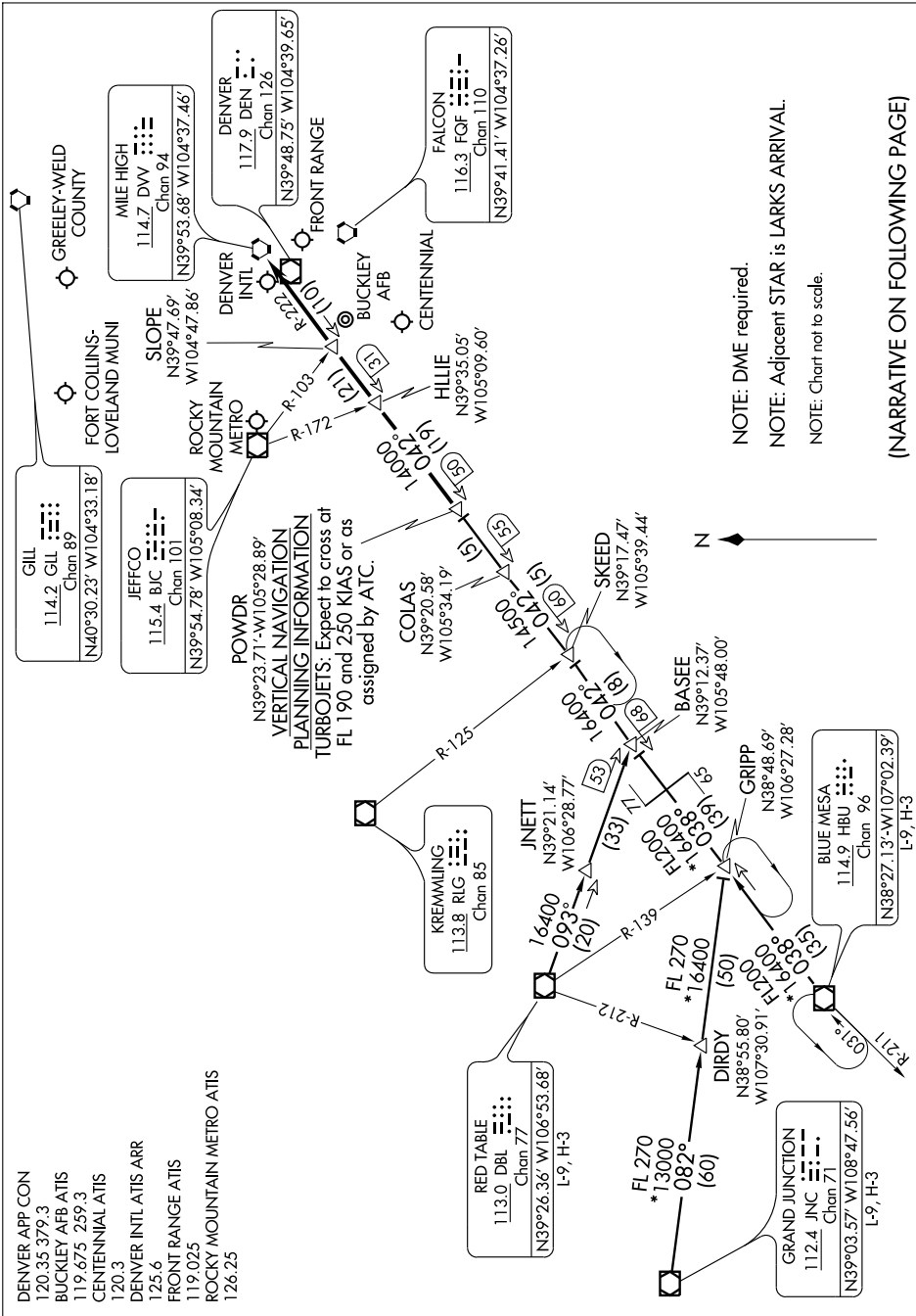
SW-1, 23 SEP 2010 to 21 OCT 2010

## POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



SW-1, 23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

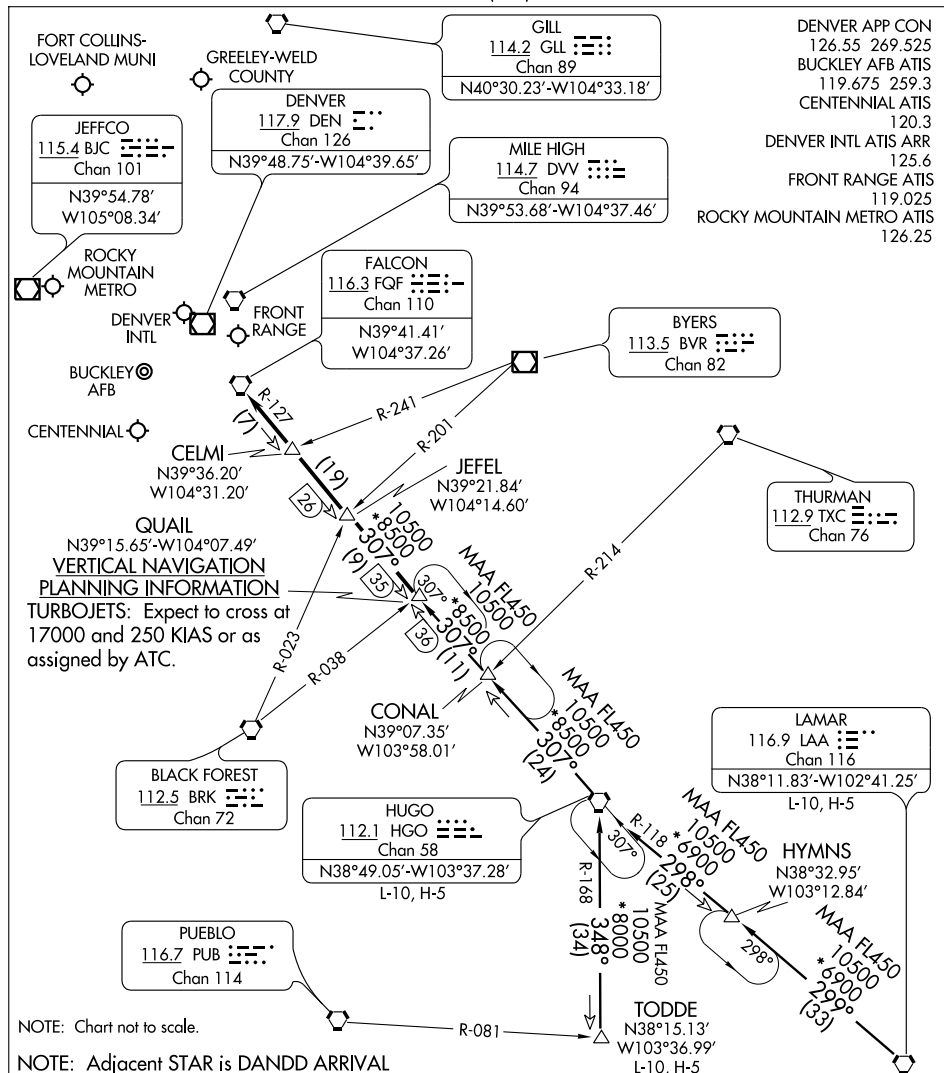
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

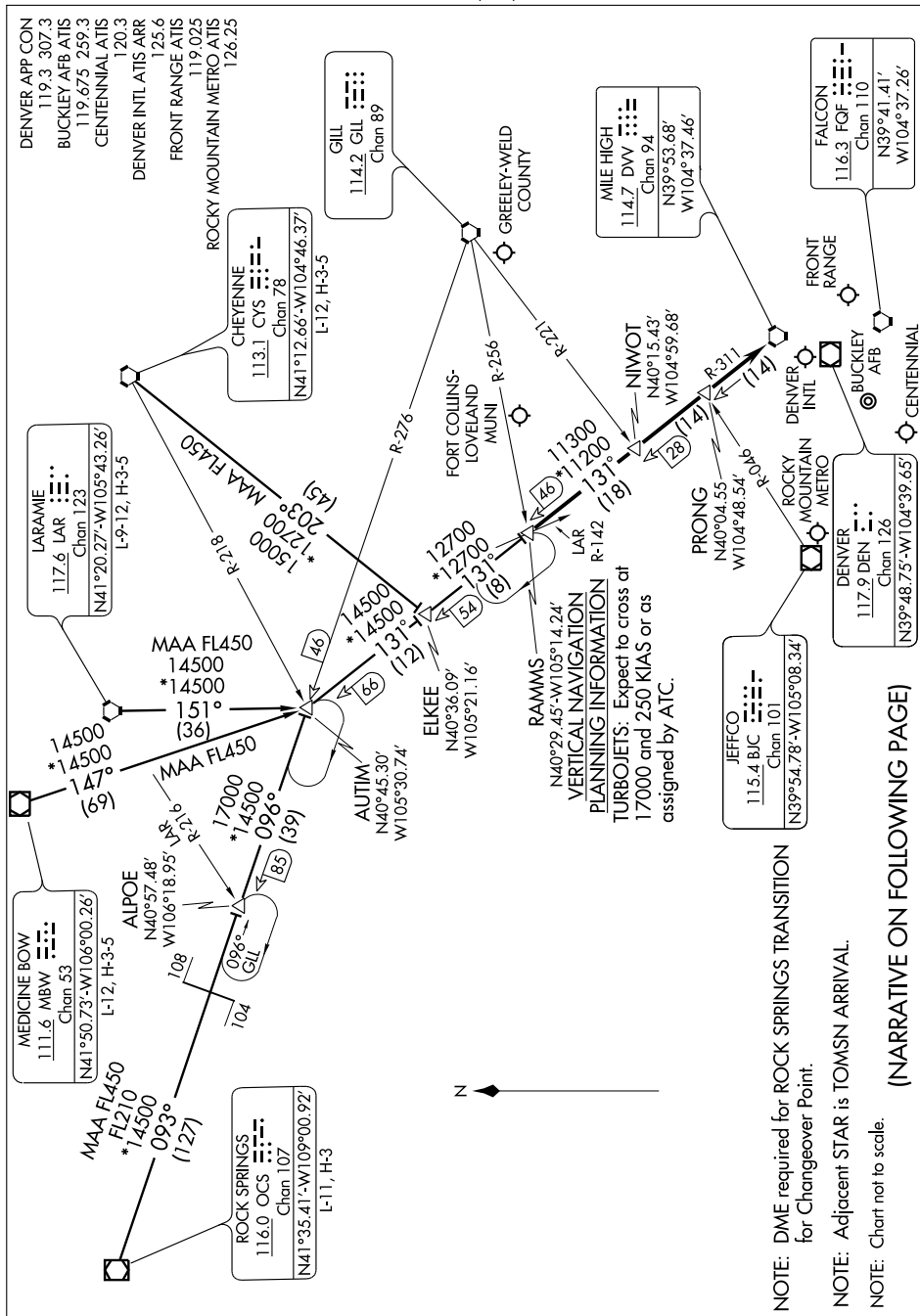
**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FGF R-127 to FGF VORTAC.

Expect radar vectors to the final approach course at or before FGF VORTAC.

## QUAIL SIX ARRIVAL

DENVER, COLORADO



SW-1. 23 SEP 2010 to 21 OCT 2010

DENVER, COLORADO



## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS <b>151°</b>	Rwy Idg TDZE <b>4985</b>	<b>8500</b>
	Apt Elev <b>5016</b>	

# RNAV (GPS) RWY 15

## FORT COLLINS-LOVELAND MUNI (FNL)

**▼** Circling to Rwy 6/24 NA at night.  
**▲** DME/DME RNP-0.3 NA.  
 VDP NA when using Denver Intl altimeter setting.  
 When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and increase LNAV Cat C visibility ¼ mile, Cat D ½ mile, and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 7600 direct IMOMY and hold.

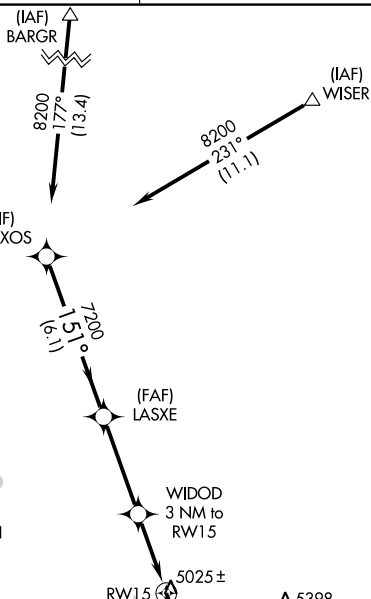
AWOS-3  
**135.075**

DENVER APP CON  
**134.85 251.125**

CLNC DEL  
**120.25**

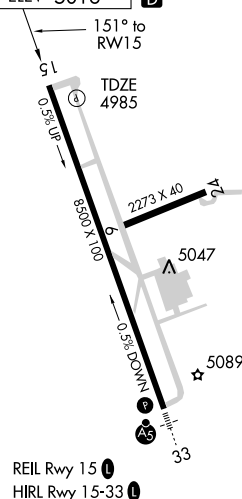
UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals at BARGR via V361 northeast bound and arrivals at WISER via V81 north bound.



ELEV 5016

**D**



MISSED APCH FIX			
IMOMY			
6 NM			
7600			
IMOMY			
NAXOS			
LASXE			
WIDOD 3 NM to RWY 15			
RWY 15			
Procedure Turn NA			
8200			
7200			
5980			
6.1 NM			
3.7 NM			
2.2 NM			
0.8 NM			
CATEGORY	A	B	C
LNAV MDA	5280-1 295 (300-1)		
CIRCLING	5500-1 484 (500-1)	5520-1½ 504 (600-1½)	5580-2 564 (600-2)

WAAS CH <b>97511</b> <b>W33A</b>	APP CRS <b>331°</b>	Rwy Idg TDZE Apt Elev <b>8500</b> <b>5016</b> <b>5016</b>
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# RNAV (GPS) RWY 33

FORT COLLINS-LOVELAND MUNI (FNL)

- ▼** Circling to Rwy 6/24 NA at night.  
**▲** For inoperative MALS, increase LNAV Cat D visibility to 1½ mile.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 39°C (102°F).  
 VDP and Baro-VNAV NA when using Denver Intl altimeter setting.  
 For inoperative MALS when using Denver Intl altimeter setting, increase visibility all Cats ½ mile.  
 When local altimeter setting not received, use Denver Intl altimeter setting and increase DA 147 feet and MDA 160 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV and Circling Cat C/D ½ mile.

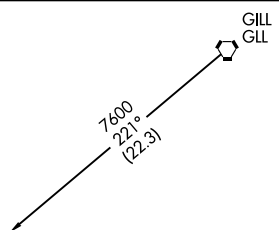
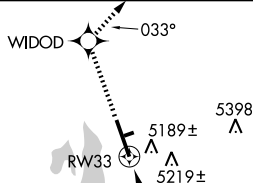
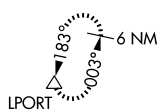
MALS



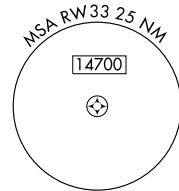
MISSED APPROACH: Climb to 7000 direct WIDOD and via 033° track to LPORT and hold. When authorized by ATC, climb-in-hold to 8000.

AWOS-3 <b>135.075</b>	DENVER APP CON <b>134.85 251.125</b>	CLNC DEL <b>120.25</b>	UNICOM <b>122.7 (CTAF) 0</b>
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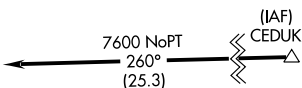
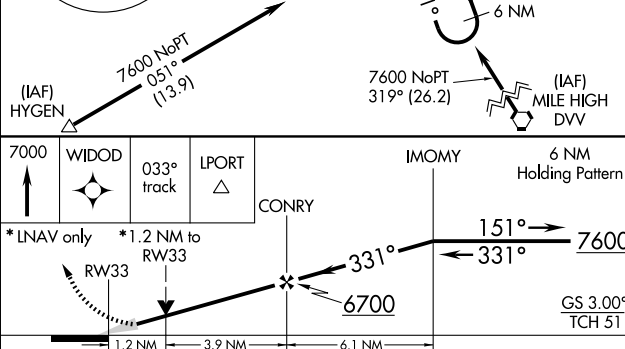
MISSED APCH FIX



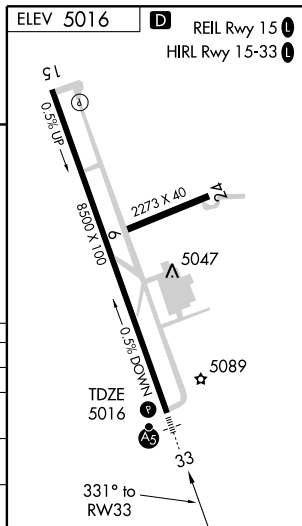
• 6674



Procedure NA for arrivals at HYGEN via V220 westbound, arrivals at GLL VORTAC via V101 eastbound, and arrivals at DVV VORTAC via V8 eastbound.



CATEGORY	A	B	C	D
LPV DA	5216-½ 200 (200-½)			
LNAV/VNAV DA	5489-1¼ 473 (500-1¼)			
LNAV MDA	5440-½ 424 (500-½)	5440-¾ 424 (500-¾)	5440-1 424 (500-1)	
CIRCLING	5500-1 484 (500-1)	5520-1½ 504 (600-1½)	5580-2 564 (600-2)	







## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

**BLUE MESA (HI) TRANSITION (ROCKI7.HBU):** From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

**DOVE CREEK (HI) TRANSITION (ROCKI7.DVC):** From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

**KREMLING TRANSITION (ROCKI7.RLG):** From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

**MEEKER TRANSITION (ROCKI7.EKR):** From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

**MONTROSE TRANSITION (ROCKI7.MTJ):** From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

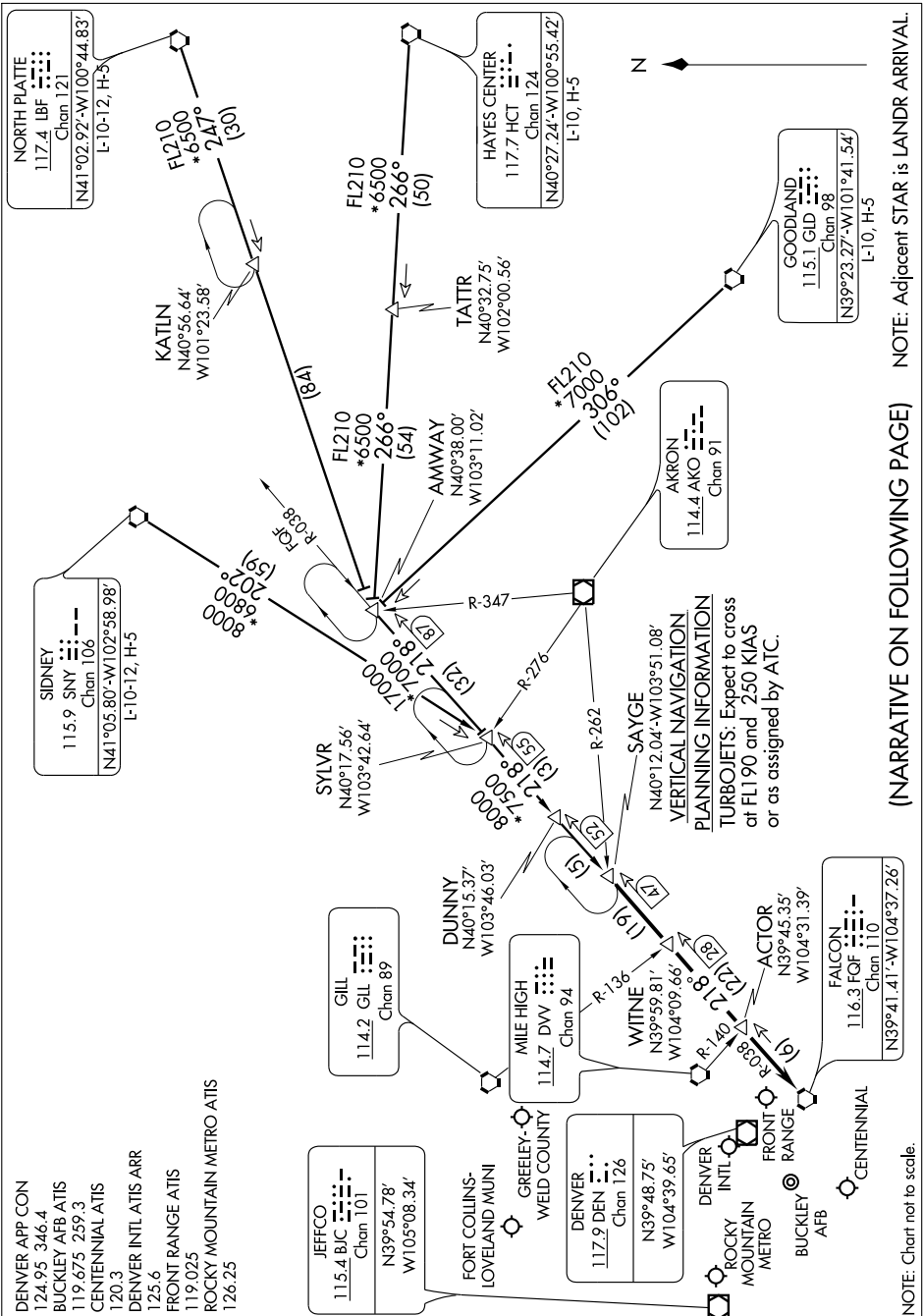
**RED TABLE TRANSITION (ROCKI7.DBL):** From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

## SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: Adjacent STAR is LANDR ARRIVAL.

(NARRATIVE ON FOLLOWING PAGE)

SW-1. 23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

## SAYGE SIX ARRIVAL

(SAYGE.SAYGE6) 10042

DENVER, COLORADO

## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



NOTE: Chart not to scale.



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC GLL <b>114.2</b> Chan <b>89</b>	APP CRS <b>248°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>5016</b>
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# VOR/DME-A

FORT COLLINS-LOVELAND MUNI (FNL)

**▼** Circling to Rwy 6/24 NA at night.  
**▲** When local altimeter setting not received, use Denver Inl altimeter setting and increase all MDA 160 feet and Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 7400 via GLL VORTAC R-248 to NEFFS/GLL 11.9 DME and hold.

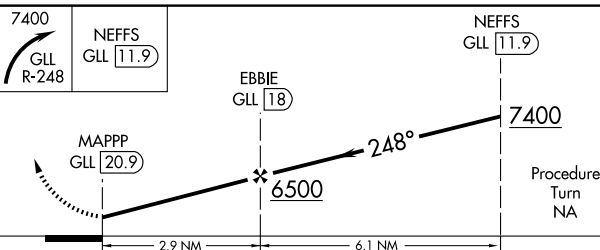
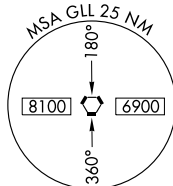
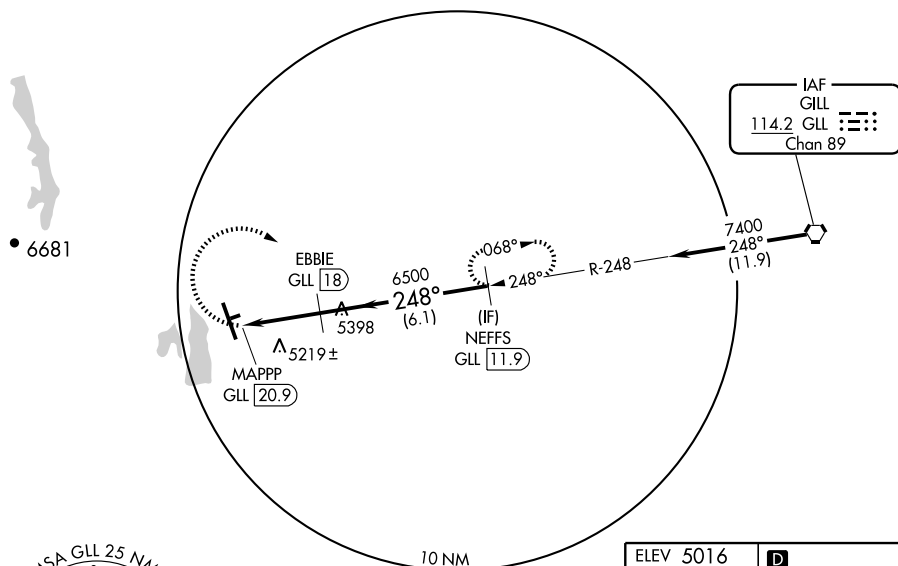
AWOS-3  
**135.075**

DENVER APP CON  
**134.85 251.125**

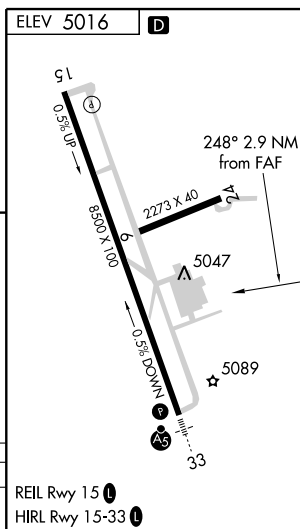
CLNC DEL  
**120.25**

UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals on GLL VORTAC  
airway radials 221 CW 301.



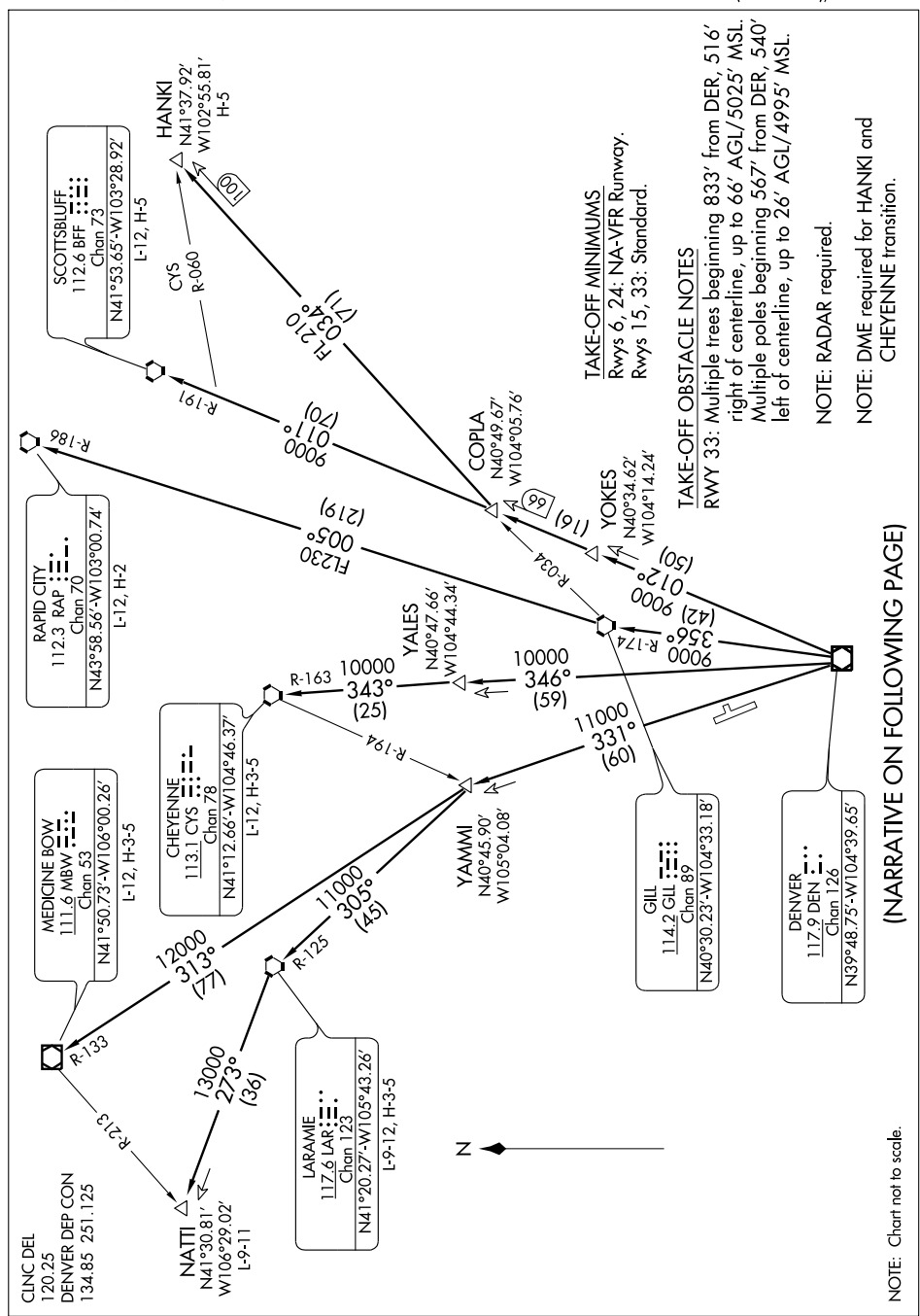
CATEGORY	A	B	C	D
CIRCLING	5500-1 484 (500-1)	5500-1¼ 484 (500-1¼)	5520-1½ 504 (600-1½)	5580-2 564 (600-2)



# YELLOWSTONE SIX DEPARTURE

FORT COLLINS-LOVELAND MUNI (F'NL)  
FORT COLLINS (LOVELAND), COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 23 SEP 2010 to 21 OCT 2010

# YELLOWSTONE SIX DEPARTURE

FORT COLLINS (LOVELAND), COLORADO  
FORT COLLINS-LOVELAND MUNI (F'NL)

## YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLOW6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLOW6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLOW6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLOW6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLOW6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLOW6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLOW6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## AIRPORT DIAGRAM

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)  
GRAND JUNCTION, COLORADO

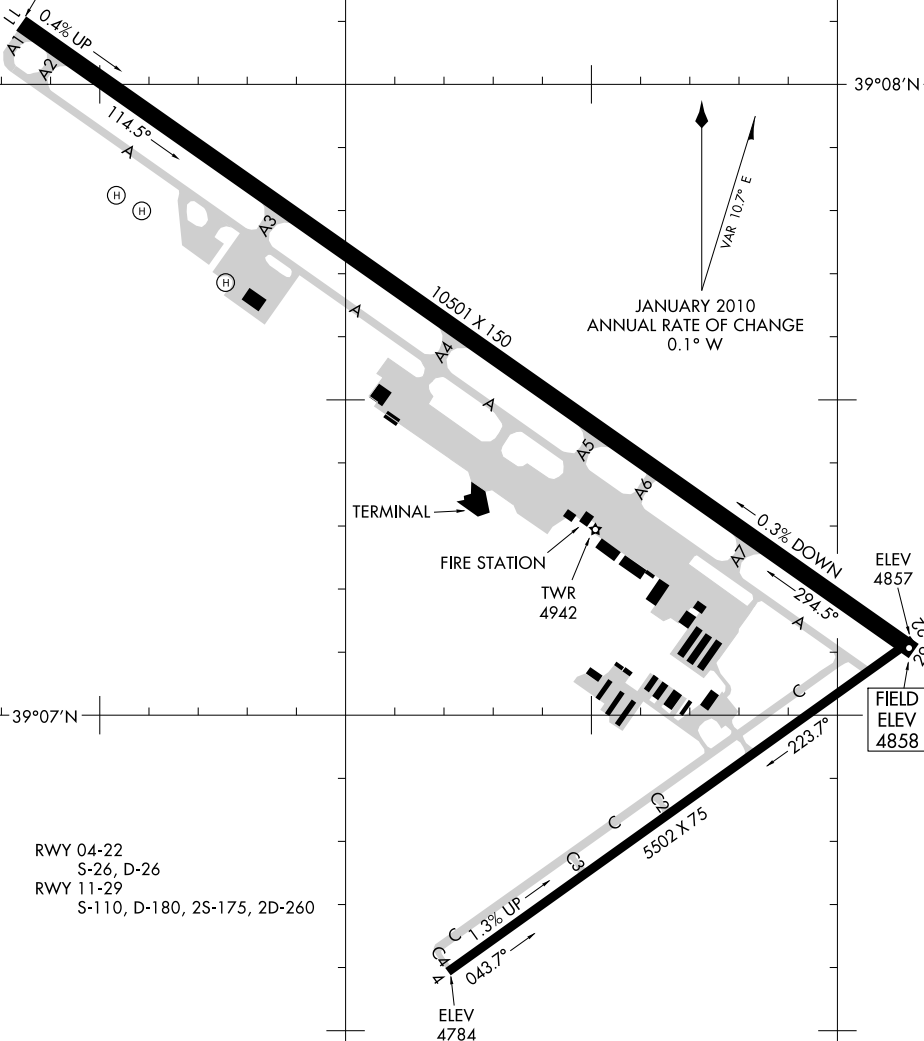
ATIS  
118.55  
GRAND JUNCTION TOWER\*  
118.1 257.8  
GND CON  
121.7 257.8

ELEV  
4820

108°32'W

108°31'W

39°08'N



RWY 04-22  
S-26, D-26  
RWY 11-29  
S-110, D-180, 2S-175, 2D-260

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
RECALL OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

GRAND JUNCTION, COLORADO  
GRAND JUNCTION RGNL (GJT)

**GRAND JUNCTION RGNL** (GJT) 3 NE UTC-7(-6DT) N39°07.35' W108°31.60'

4858 B S4 FUEL 100LL, JET A OX 1 Class I, ARFF Index B NOTAM FILE GJT

RWY 11-29: H10501X150 (ASPH-GRVD) S-110, D-180, 2S-175, 2D-260 HIRL

RWY 11: MALSR. PAPI(P4L)—GA 3.0° TCH 52'. 0.4% up.

RWY 29: REIL. VASI(V4L)—GA 3.0° TCH 50'. 0.3% down.

RWY 04-22: H5502X75 (ASPH-GRVD) S-26, D-26 MIRL 1.3% up NE

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 22: REIL.

**AIRPORT REMARKS:** Attended continuously. For fuel after hrs call 970-243-7500. Rwy 04-22 is CLOSED from 0500-1300Z. During spring, migration of bird flocks on and in/ovf arpt. Noise abatement procedures in effect, ctc arpt manager for details at 970-244-9100. ARFF provided only during scheduled Part 121 air carrier ops except by PPR, call arpt manager for details at 970-244-9100. Liquid oxygen servicing avbl. Twy C1 clsd. Twy C1 and Twy C, 150' either side of the intersection of Twy C1 not visible from twr. Four helipads located on arpt. Touchdown rwy visual range avbl Rwy 11. After twr clsd ACTIVATE HIRL Rwy 11-29, MALSR Rwy 11 and twy lights, PAPI Rwy 11, VASI Rwy 29—CTAF. Rwy 04 PAPI on continuously only during twr hrs. Rwy 04 PAPI turned off all other times.

**WEATHER DATA SOURCES:** ASOS (970) 245-7881.

**COMMUNICATIONS:** CTAF 118.1 ATIS 118.55 UNICOM 122.95

RCO 122.6 (DENVER RADIO)

Ⓡ DENVER APP/DEP CON 119.7 (1300-0500Z) Ⓡ DENVER CENTER APP/DEP CON 134.5 (0500-1300Z)

TOWER 118.1 (1300-0500Z) GND CON 121.7

VFR ADVSY SVC ctc TOWER.

**AIRSPACE:** CLASS D svc 1300-0500Z other times CLASS E.

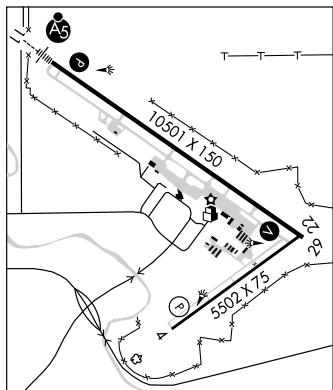
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

(H) VORW/DME 112.4 JNC Chan 71 N39°03.57' W108°47.56' 058° 13.0 NM to fld. 7100/15E.

ILS/DME 110.3 I-GJT Chan 40 Rwy 11. Class IB.

LDA/DME 109.7 I-ACD Chan 34 Rwy 29.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.



**GRAND MESA** N39°05.03' W108°13.24'

RCO 122.2 (DENVER RADIO)

DENVER

L-9E

**GREELEY**

**EASTON (VALLEY VIEW)** (11V) 7 SE UTC-7(-6DT) N40°19.83' W104°36.53'

CHEYENNE

4820 S4 FUEL 100LL, JET A NOTAM FILE DEN

RWY 08-26: 4000X25 (TURF-DIRT)

RWY 08: Road. RWY 26: Road.

RWY 14-32: 2400X65 (TURF-DIRT)

RWY 14: Road.

**AIRPORT REMARKS:** Attended dalgt hrs. Be alert, intensive USAF student training in/ovf Colorado Springs and Pueblo Colorado. Rwy 14-32 condition fair S of model acft flight area. N of this area rwy is unmaintained, use of rwy is not recommended. Unlimited vehicular access to rwys and twys. Ops are primarily helicopter or agricultural ops. Twy not maintained, not recommended for taxi. Rwy 08 +35' trees 1200' from thld 130' right. Rwy 08 end rough with grass encroachment along edges for 1150'. +2' cable 20' east of Rwy 08-26 crossing centerline. Rwy 08-26 and Rwy 14-32 all surfaces soft when wet. Rwy 08 +35' p-lines parallel to thld 1140' from thld. Rwy 26 +3' cable at and parallel to thld. Rwy 32 has 60' ball field backstop 100' from rwy end and 300' right of centerline. Rwy 14-32 has 4' fence 43' right of rwy 14 full length and 4' fence 40' left of rwy first half of rwy. Rwy 14 has -15' ditch 15' from rwy end on both sides of centerline. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF 122.9

## GLADE PARK ONE DEPARTURE

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)

GRAND JUNCTION, COLORADO

ATIS 118.55

CLNC DEL

121.7 257.8

GND CON

121.7 257.8

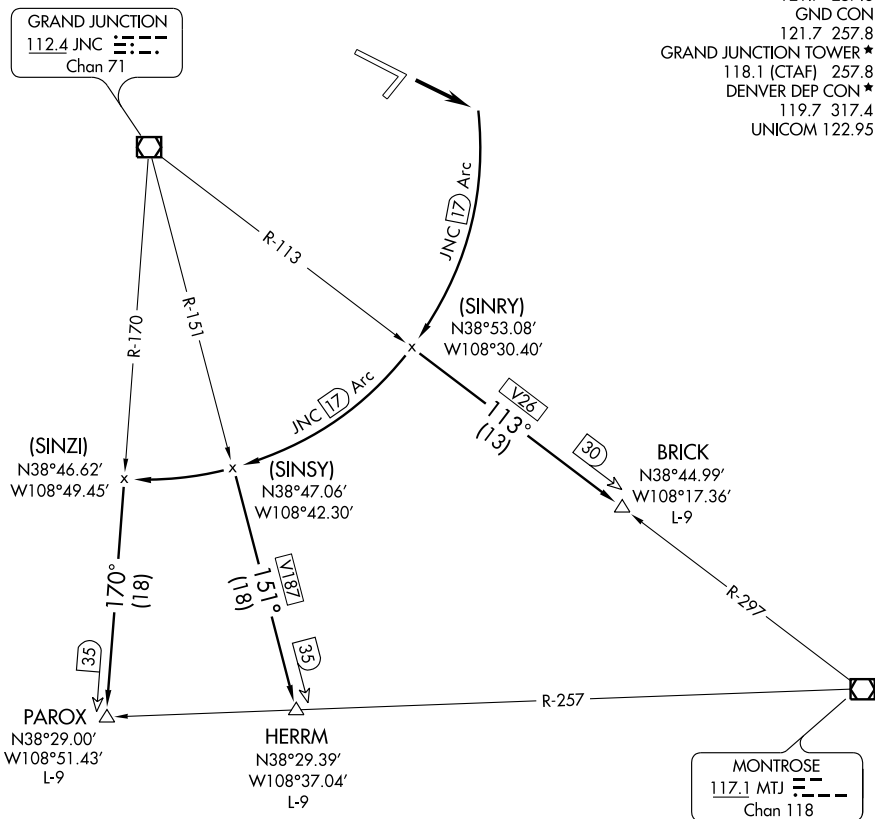
GRAND JUNCTION TOWER \*

118.1 (CTAF) 257.8

DENVER DEP CON \*

119.7 317.4

UNICOM 122.95



NOTE: DME required.

NOTE: This SID requires a minimum climb of 220' per NM to 9000'.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 11:** Climb runway heading to intercept JNC VOR/DME 17 DME Arc thence clockwise to assigned transition.

**BRICK TRANSITION (GDPK1.BRICK):** Via JNC VOR/DME 17 DME Arc to JNC R-113 thence Southeast-bound to BRICK DME fix.

**HERRM TRANSITION (GDPK1.HERRM):** Via JNC VOR/DME 17 DME Arc to JNC R-151 thence Southeast-bound to HERRM INT.

**PAROX TRANSITION (GDPK1.PAROX):** Via JNC VOR/DME 17 DME Arc to JNC R-170 thence Southeast-bound to PAROX INT.

## GLADE PARK ONE DEPARTURE

(GDPK1.JNC) 10042

GRAND JUNCTION, COLORADO  
GRAND JUNCTION RGNL (GJT)

SW-1, 23 SEP 2010 to 21 OCT 2010

## GRAND JUNCTION FIVE DEPARTURE

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)  
GRAND JUNCTION, COLORADO

ATIS 118.55

CLNC DEL

121.7 257.8

GND CON

121.7 257.8

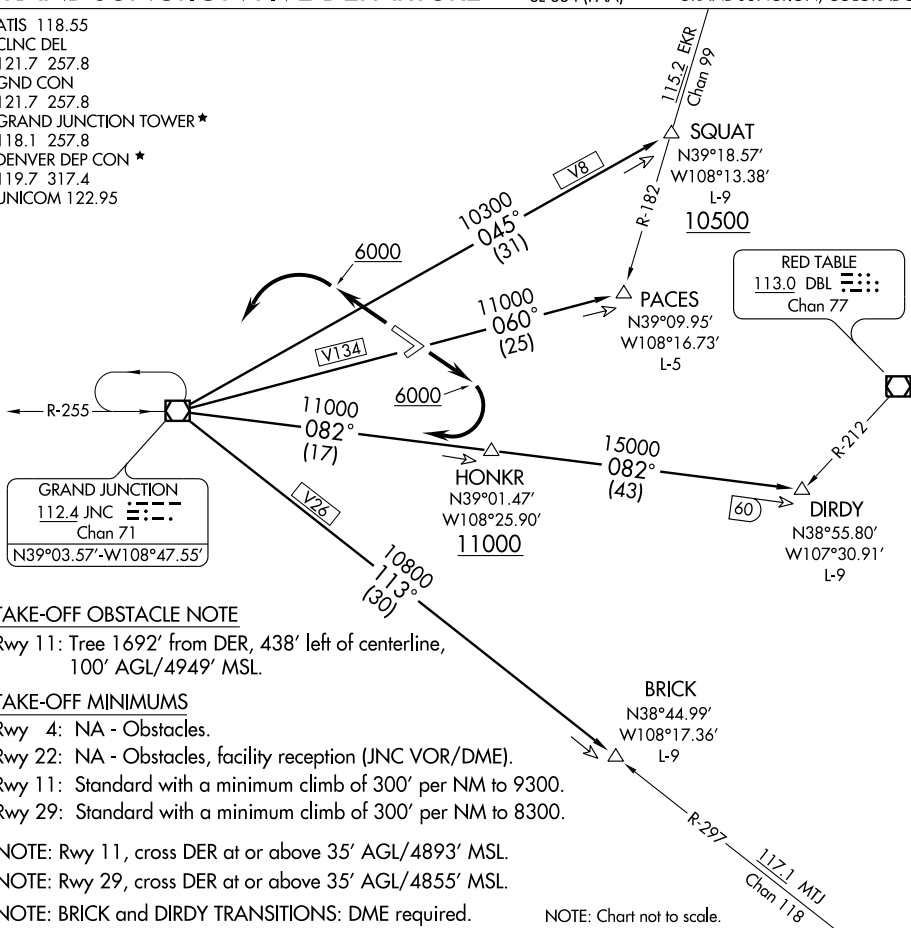
GRAND JUNCTION TOWER \*

118.1 257.8

DENVER DEP CON \*

119.7 317.4

UNICOM 122.95



## TAKE-OFF OBSTACLE NOTE

Rwy 11: Tree 1692' from DER, 438' left of centerline, 100' AGL/4949' MSL.

## TAKE-OFF MINIMUMS

Rwy 4: NA - Obstacles.

Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).

Rwy 11: Standard with a minimum climb of 300' per NM to 9300.

Rwy 29: Standard with a minimum climb of 300' per NM to 8300.

NOTE: Rwy 11, cross DER at or above 35' AGL/4893' MSL.

NOTE: Rwy 29, cross DER at or above 35' AGL/4855' MSL.

NOTE: BRICK and DIRDY TRANSITIONS: DME required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 11:** Climb runway heading to 6000, then climbing right turn direct JNC VOR/DME; then via transition/route.

**TAKE-OFF RUNWAY 29:** Climb runway heading to 6000, then climbing left turn direct JNC VOR/DME; then via transition/route.

**BRICK TRANSITION (JNC5.BRICK):** From over JNC VOR/DME via JNC R-113 to BRICK/JNC 30 DME.

**DIRDY TRANSITION (JNC5.DIRDY):** From over JNC VOR/DME via JNC R-082 to HONKR/JNC 17 DME then via JNC R-082 to DIRDY INT/JNC 60 DME.

**PACES TRANSITION (JNC5.PACES):** From over JNC VOR/DME via JNC R-060 to PACES INT/JNC 25 DME.

**SQUAT TRANSITION (JNC5.SQUAT):** From over JNC VOR/DME via JNC R-045 to SQUAT INT/JNC 31 DME.

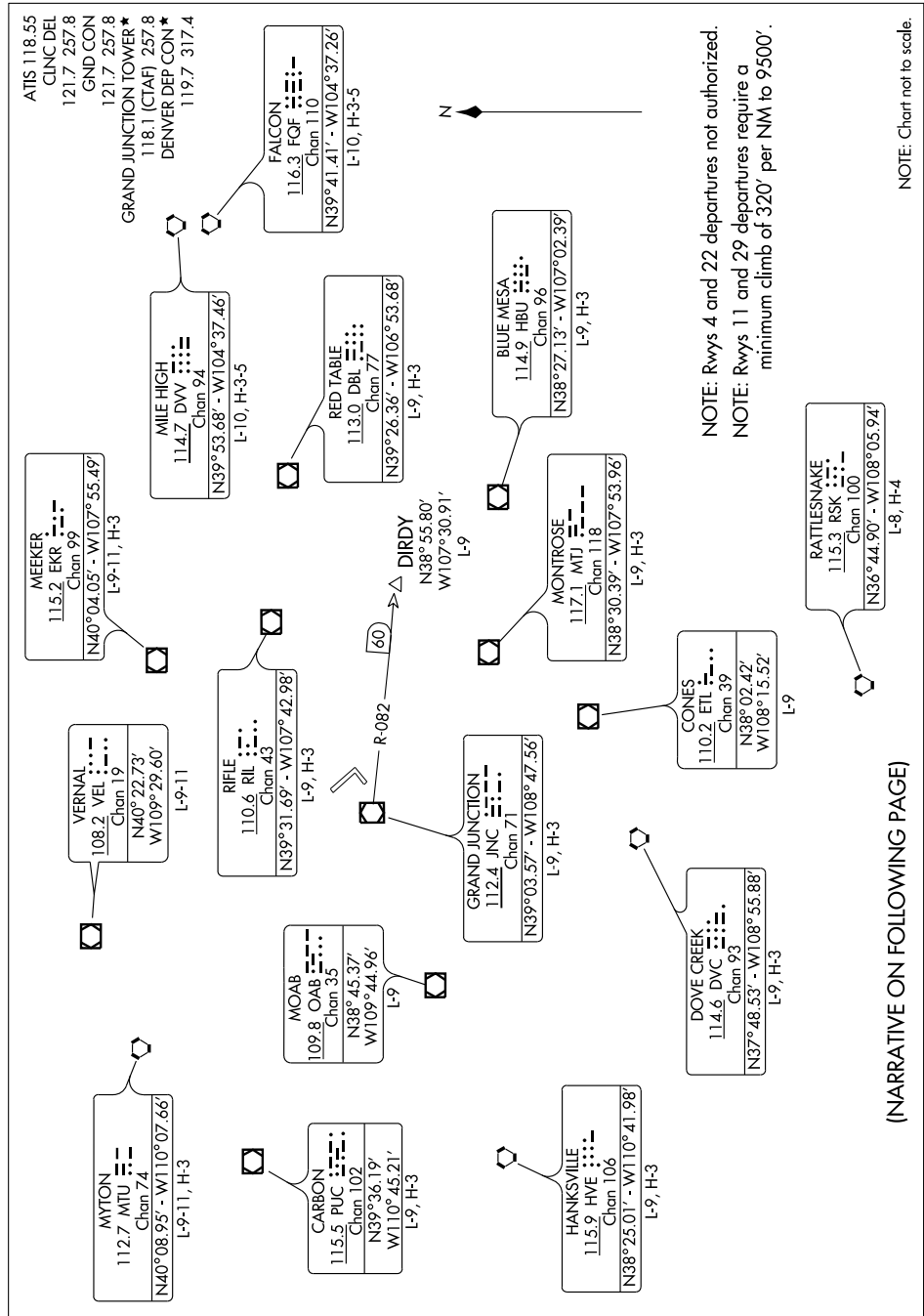


GRAND MESA ONE DEPARTURE

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)  
GRAND JUNCTION, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



GRAND MESA ONE DEPARTURE

GRAND JUNCTION, COLORADO  
GRAND JUNCTION RGNL (GJT)

SW-1, 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vectors to assigned fix/route. Maintain 14000 or assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, Runway 11: Climbing right turn direct to JNC VOR/DME; Runway 29: Climb to 6000' then climbing left turn direct to JNC VOR/DME. Aircraft departing JNC R-221 clockwise JNC R-060, depart JNC VOR/DME on course. All other aircraft climb in JNC VOR/DME holding pattern (hold SW, left turns, 075° inbound) to cross JNC VOR/DME at or above: R-061 clockwise R-130 9500'; R-131 clockwise R-220 10500'.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-GJT  
**110.3**  
Chan **40**

APP CRS  
**112°**

Rwy Idg **10501**  
TDZE **4833**  
Apt Elev **4858**

**ILS or LOC RWY 11**  
GRAND JUNCTION RGNL (GJT)

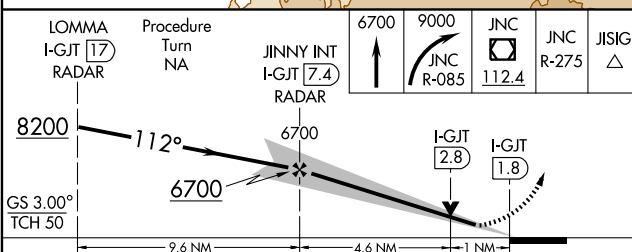
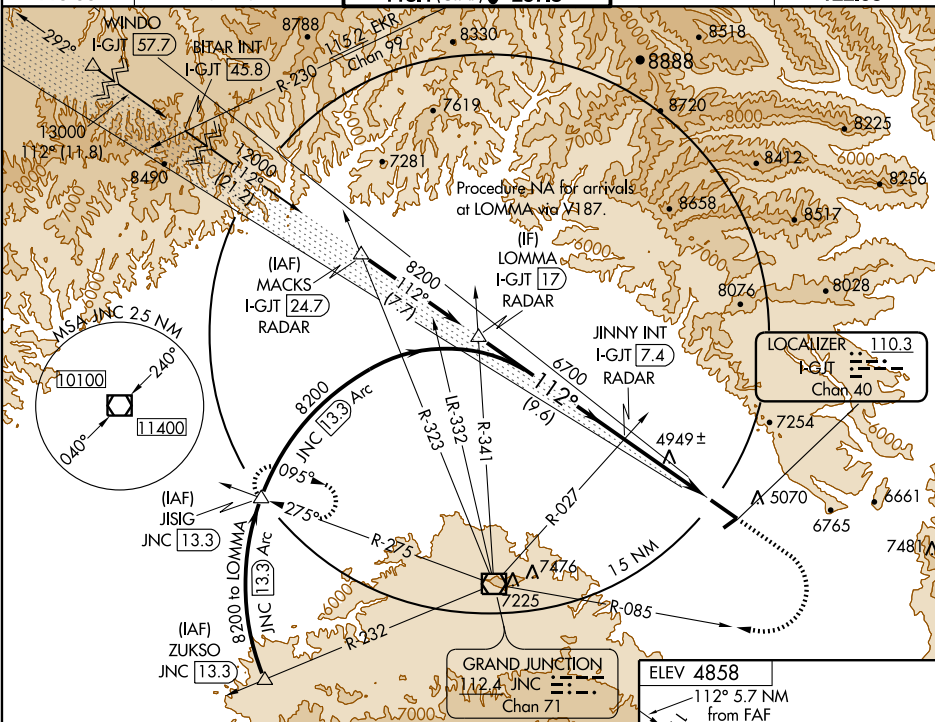
**▼** DME required.  
**▲** \*RVR 1800 authorized with the use of FD or AP or HUD to DA.  
VDP NA with Rifle altimeter setting.  
When local altimeter setting not received, use Rifle altimeter setting and increase DA and all MDA 200 feet, increase S-ILS all Cats visibility to RVR 5000, S-LOC visibility Cat C to RVR 5000, Cat D to RVR 6000, Circling visibility Cat C to 2½ and Cat D to 3.

MALSR

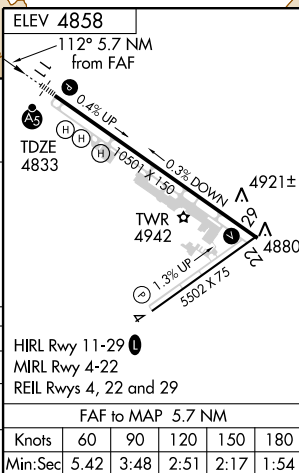


MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 via JNC VOR/DME R-085 to JNC VOR/DME then via JNC VOR/DME R-275 to JISIG/JNC 13.3 DME and hold.

ATIS **118.55** DENVER APP CON ★ **119.7 317.4** GRAND JUNCTION TOWER ★ **118.1 (CTAF) 0 257.8** GND CON **121.7 257.8** UNICOM **122.95**



CATEGORY	A	B	C	D
S-ILS 11	* 5033/24 200 (200-½)			
S-LOC 11	5200/24 367 (400-½)			5200/40 367 (400-¾)
CIRCLING	5360-1 502 (600-1)	5380-1 522 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)



LOC/DME I-ACD <b>109.7</b> Chn <b>34</b>	APP CRS <b>312°</b>	Rwy Idg <b>10501</b> TDZE <b>4858</b> Apt Elev <b>4858</b>
--	------------------------	--

LDA/DME RWY 29  
GRAND JUNCTION RGNL (GJT)

**T** Auto-coupled approach not authorized inside 2.0 DME.

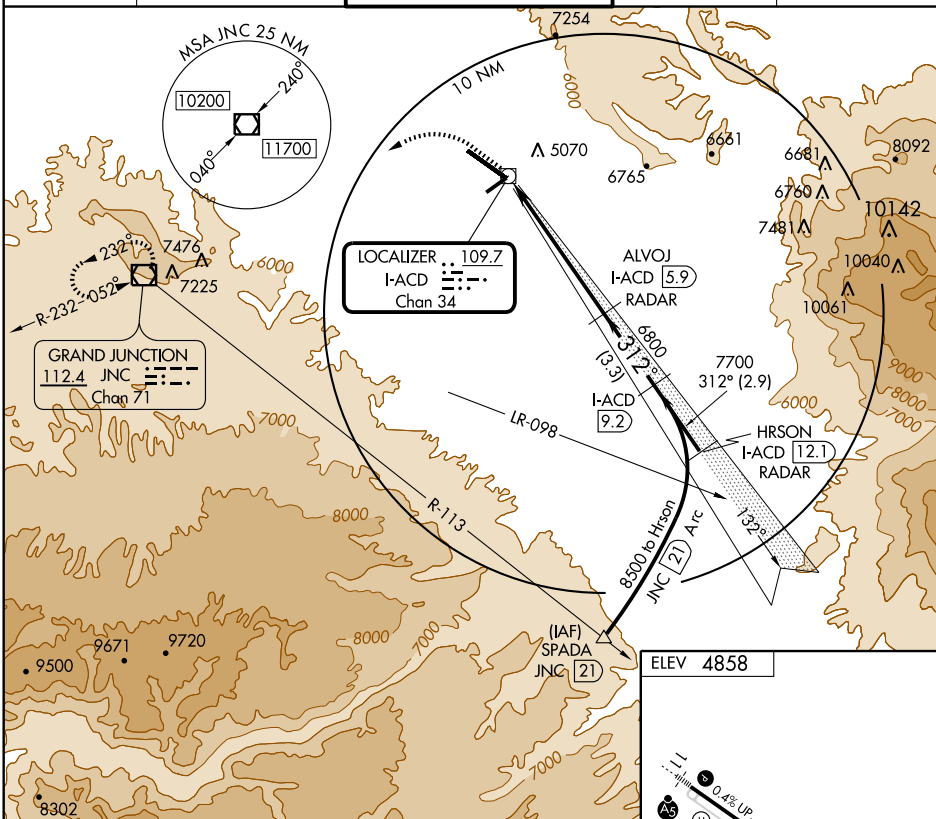
**MISSED APPROACH:** Climb to 7000 via heading 300°, then climbing left turn to 10000 direct JNC VOR/DME and hold.

ATIS  
**118.55**

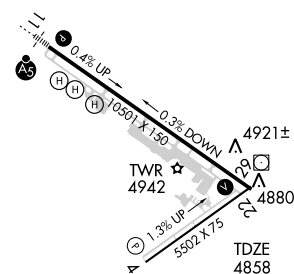
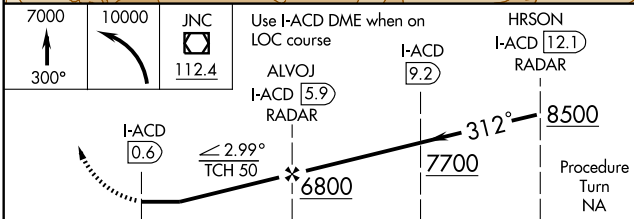
DENVER APP CON ★  
119.7 317.4

GRAND JUNCTION TOWER★  
118.1 (CTAF) **L** 257.8

GND CON  
121.7 257.8

UNICOM  
122.95

SW-1. 23 SEP 2010 to 21 OCT 2010



	0.6	5.4 NM	3.3 NM	2.9 NM	
CATEGORY	A	B	C	D	
S-29	5400-1	542 (600-1)	5400-1½ 542 (600-1½)	5400-1¾ 542 (600-1¾)	
CIRCLING	5400-1	542 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)	

HIRL Rwy 11-29 **L**  
MIRL Rwy 4-22  
REIL Rwy 4, 22 and 29

GRAND JUNCTION, COLORADO  
Orig-B 10098

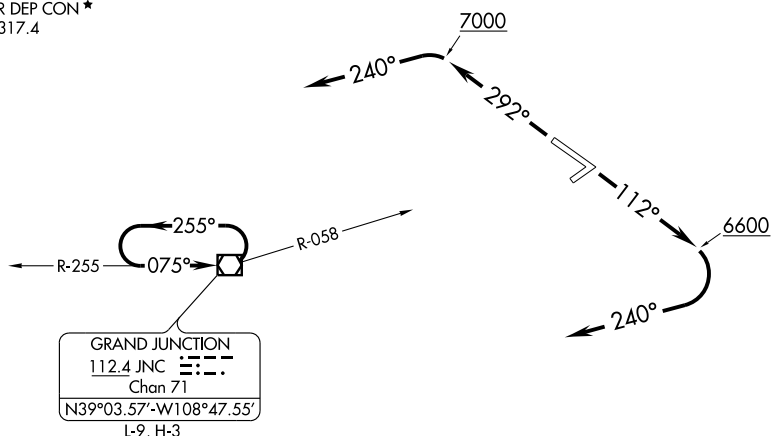
39°07'N-108°32'W

GRAND JUNCTION RGNL (GJT)  
LDA/DME RWY 29

## MONUMENT ONE DEPARTURE (OBSTACLE)

GRAND JUNCTION RGNL (GJT)  
GRAND JUNCTION, COLORADO

ATIS 118.55  
 GND CON  
 121.7 257.8  
 GRAND JUNCTION TOWER ★  
 118.1 257.8  
 DENVER DEP CON ★  
 119.7 317.4



## TAKE-OFF OBSTACLE NOTES

Rwy 11: Pole and light beginning 252' from DER, 266' left of centerline, up to 20' AGL/4880' MSL.  
Tree 3238' from DER, 1351' left of centerline, 100' AGL/5019' MSL.

## TAKE-OFF MINIMUMS

Rwy 4: NA - Obstacles.

Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).

Rwy 11: Standard with a minimum climb of 390' per NM to 5100, or 3000-3 for climb in visual conditions.

Rwy 29: Standard with a minimum climb of 220' per NM to 7000, or 3000-3 for climb in visual conditions.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAY 11:** Climb heading 112° to 6600, then climbing right turn via heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME. Thence . . . .

, or for climb in visual conditions cross Grand Junction Rgnl Airport westbound at or above 7700, then proceed on JNC R-058 to JNC VOR/DME. Thence . . .

**TAKE-OFF RUNWAY 29:** Climb heading 292° to 7000, then climbing left turn via heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME. Thence . . . .

, or for climb in visual conditions cross Grand Junction Rgnl Airport westbound at or above 7700, then proceed on JNC R-058 to JNC VOR/DME. Thence . . .

... Cross JNC VOR/DME at or above MEA/MCA for route of flight. If required, continue climb in JNC holding pattern to cross JNC at or above MEA/MCA for route of flight.

(NOKXI1.NOKXI) 10042

# NOKXI ONE DEPARTURE (RNAV)

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)

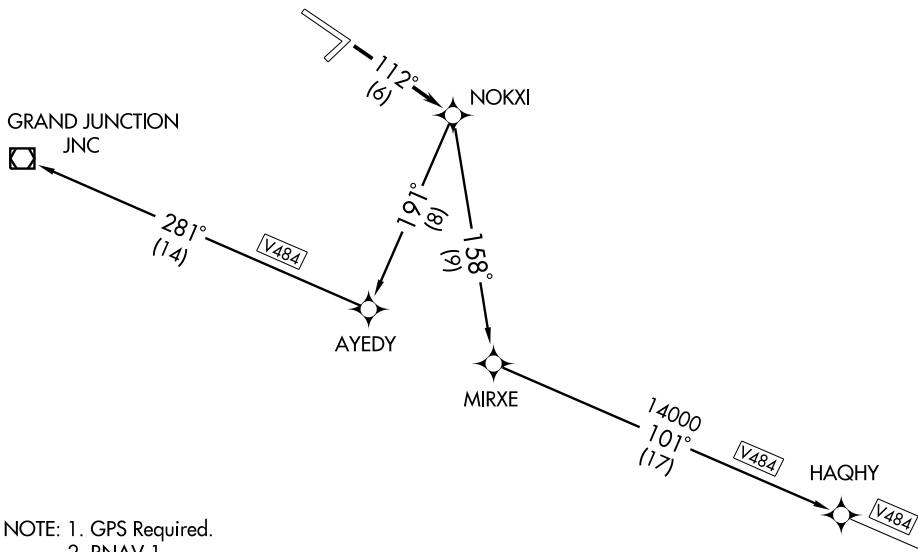
GRAND JUNCTION, COLORADO

GRAND JUNCTION TOWER ★

118.1 257.8

DENVER DEP CON ★

119.7 317.4



NOTE: 1. GPS Required.  
2. RNAV 1

## TAKE-OFF MINIMUMS:

Rwy 4, 22, 29: NA.

Rwy 11: GRAND JUNCTION TRANSITION: 2300-3 or standard with a minimum climb of 250' per NM from take-off to 8000'. HAQHY TRANSITION: 5500-3 or standard with a minimum climb of 280' per NM from take-off to 11,000.

GRAND JUNCTION TRANSITION: Do not exceed 200 KIAS until AYEDY WP, cross JNC VOR/DME at MEA/MCA for direction of flight.

NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via 112° course to NOKXI WP.

GRAND JUNCTION TRANSITION (NOKXI1.JNC)

HAQHY TRANSITION (NOKXI1.HAQHY)

NOKXI ONE DEPARTURE (RNAV)

(NOKXI1.NOKXI) 10042

GRAND JUNCTION, COLORADO  
GRAND JUNCTION RGNL (GJT)

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

ATIS 118.55

GND CON

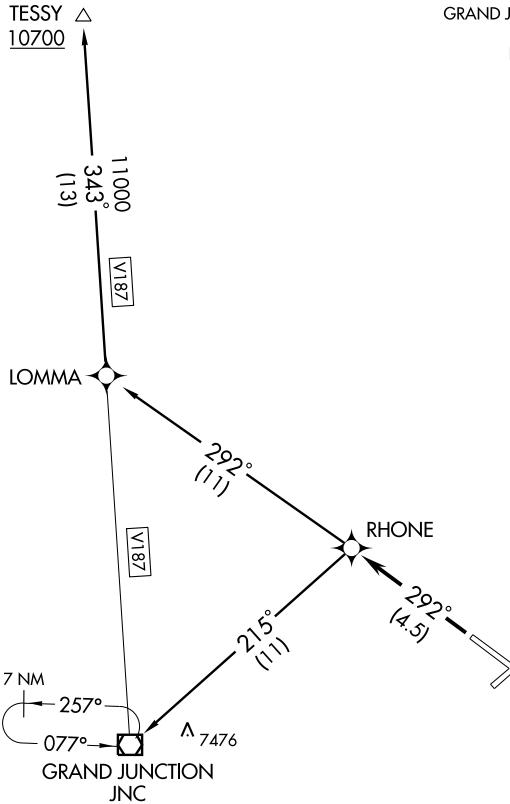
121.7 257.8

## ION TOWER★

118.1 257.8

ER DEP CON★

119.7 317.4



## TAKE-OFF MINIMUMS

Rwy 4, 11, 22: NA.

Rwy 29: GRAND JUNCTION TRANSITION: 2700-2 or standard with a minimum climb of 280' per NM from take-off to 8000'

TESSY TRANSITION: 2700-2 or standard with a minimum climb of 220' per NM from LOMMA WP to TESSY INT or 210' per NM from take-off to 10700'.

NOTE: 1. GPS Required.  
2. RNAV 1

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb via 292° course to RHONE WP.

## GRAND JUNCTION TRANSITION (RHONE2.JNC)

## TESSY TRANSITION (RHONE2.TESSY)

RNAV (GPS) RWY 11  
GRAND JUNCTION RGNL (GJT)

MALSR



**MISSED APPROACH:** Climb to 6700 direct JETRY then climbing right turn to 9000 via track 213° to AYEDY and via track 281° to JNC VOR/DME and via track 343° to LOMMA and hold.

Procedure NA for arrival at JNC  
VOR/DME on airway radials 302 CW 045

ELEV 4858

112° to RW11

0.4% UP

0.3% DOWN

1.3% UP

5502 X 75

10501 X 130

4921 ±

4880

4942

4833

TDZE

TWR

HIRL Rwy 11-29

MIRL Rwy 4-22

REIL Rwy 4, 22 and 29



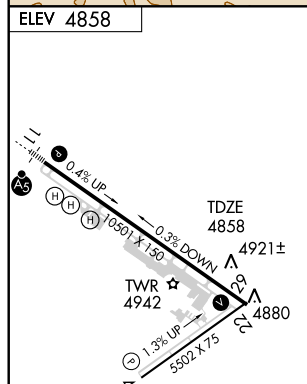
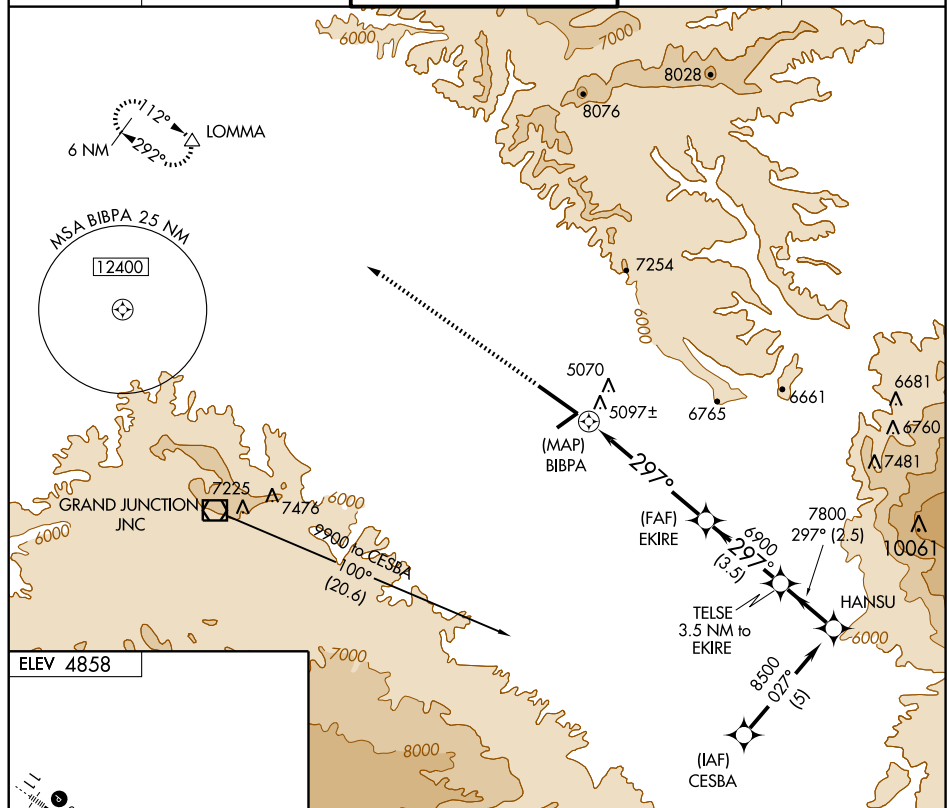
## RNAV (GPS) RWY 29

GRAND JUNCTION RGNL (GJT)

APP CRS <b>297°</b>	Rwy Idg TDZE Apt Elev <b>4858</b>
------------------------	--

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 10000 direct to LOMMA WP and hold.
--	--

ATIS <b>118.55</b>	DENVER APP CON ★ <b>119.7 317.4</b>	GRAND JUNCTION TOWER★ <b>118.1 (CTAF) 257.8</b>	GND CON <b>121.7 257.8</b>	UNICOM <b>122.95</b>
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HIRL Rwy 11-29  
MIRL Rwy 4-22  
REIL Rws 4, 22 and 29

GRAND JUNCTION, COLORADO

Amdt 1A 10098

39°07'N-108°32'W

GRAND JUNCTION RGNL (GJT)

RNAV (GPS) RWY 29

SW-1, 23 SEP 2010 to 21 OCT 2010

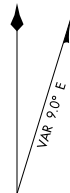
# AIRPORT DIAGRAM

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)  
GREELEY, COLORADO

AWOS-3  
135.175  
CTAF/UNICOM  
122.8

FIELD  
ELEV  
4697



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

40°27'N

RWY 09-27  
S-18, D-30  
RWY 16-34  
S-30, D-45

10000 X 100

40°26'N

ELEV  
4661

6  
A1

0% .4°

5801 X 100

A

2

FIRE  
STATION

AIR  
NATIONAL  
GUARD

4713

ELEV  
4649

34  
C1

0.3% UP

ELEV  
4645

276.4°

A

104°39'W

104°38'W

104°37'W

# AIRPORT DIAGRAM

GREELEY, COLORADO  
GREELEY-WELD COUNTY (GXY)

**GREELEY-WELD CO** (GXY) 3 E UTC-7(-6DT) N40°26.25' W104°37.99'

CHEYENNE

4697 B S4 FUEL 100LL, JET A OX 3, 4 TPA-5497(800) NOTAM FILE GXY

H-3F, 5A, L-10F

RWY 16-34: H10000X100 (ASPH) S-30, D-45 MIRL

IAP, AD

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 42'. 0.6% down.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 47'. Thld displcd 1100'. 0.4% up.

RWY 09-27: H5801X100 (ASPH) S-18, D-30 MIRL 0.3% up NW

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 43'.

RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 50'. Rgt tfc.

**AIRPORT REMARKS:** Attended 1300-0200Z†. For attendance after hours call 970-336-3010. Wildlife on and invof rwy. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Oil drilling rigs up to 120' AGL on and invof arpt. Rwy 34 preferred use when wind less than 5 knots. Rwy 34 preferred for touch and go landing. ACTIVATE MIRL Rwy 09-27 and Rwy 16-34, REIL Rwy 09, Rwy 27, Rwy 16 and Rwy 34—CTAF. PAPI Rwy 09, PAPI Rwy 16, PAPI Rwy 34 and VASI Rwy 27 opr 24hrs. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 135.175 (970) 352-3511.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GILL RCO 122.65 (DENVER RADIO)

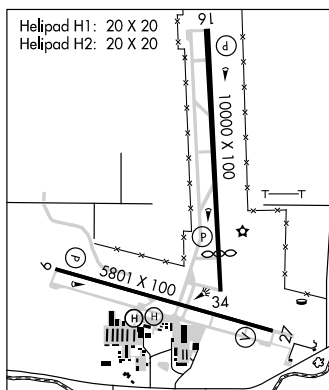
Ⓡ DENVER APP/DEP CON 134.85 CLNC DEL 126.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

GILL (H) VORTACW 114.2 GLL Chan 89 N40°30.23' W104°33.18' 210° 5.4 NM to fld. 4910/13E.

BUFFS NDB (LOM) 348 DC N 40° 20.08' W104° 37.57' 346° 6.2 NM to fld.

ILS/DME 110.3 I-DCI Chan 40 Rwy 34 LOM Bluffs NDB.



HELIPAD H1: H20X20 (CONC)

HELIPAD H2: H20X20 (CONC)

**GUNNISON-CRESTED BUTTE RGNL** (GUC) 1 SW UTC-7(-6DT) N38°32.04' W106°55.98'

DENVER

7680 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 Class I, ARFF Index B NOTAM FILE GUC

H-3E, L-9E

RWY 06-24: H9400X150 (ASPH-GRVD) S-75, D-160, 2D-250 HIRL

IAP

RWY 06: MALSF. PAPI(P4L)—GA 3.2° TCH 55'. Rgt tfc. 0.3% up.

RWY 24: REIL. PAPI(P4L)—GA 3.1° TCH 50'.

RWY 17-35: 3000X150 (TURF-GRVL) 0.6% up N

RWY 17: Tree. Rgt tfc.

RWY 35: Thld displcd 200'. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 06: TORA-9400 TODA-9400 ASDA-9400 LDA-9400

RWY 17: TORA-3000 TODA-3000 ASDA-3000 LDA-3000

RWY 24: TORA-9400 TODA-9400 ASDA-9400 LDA-9400

RWY 35: TORA-3000 TODA-3000 ASDA-3000 LDA-3000

**AIRPORT REMARKS:** Attended dalgt hours. Rwy 17-35 CLOSED Dec 1-May 1. CLOSED to unscheduled operations with more than 30 passenger seats except PPR. Call arpt manager 970-641-2304. High terrain all quadrants. Rotating bcn opr dark-0530Z† and 1300Z†—SR. HIRL Rwy 06-24 and REIL Rwy 24 operates 1300-0530Z†. ACTIVATE MALSF Rwy 06 and PAPI Rwy 06—CTAF. PAPI Rwy 24 operates 24 hrs.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (970) 641-3240.**COMMUNICATIONS:** CTAF/UNICOM 122.7

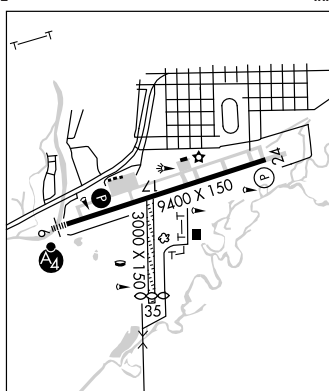
DENVER CENTER APP/DEP CON 125.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

BLUE MESA (H) VOR/DME 114.9 HBU Chan 96 N38°27.13' W107°02.39' 032° 7.0 NM to fld. 8730/14E.

ILS/DME 110.5 I-GUC Chan 42 Rwy 06. Class IE.

Glideslope unmonitored. LOC unusable byd 20° left of course.





## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

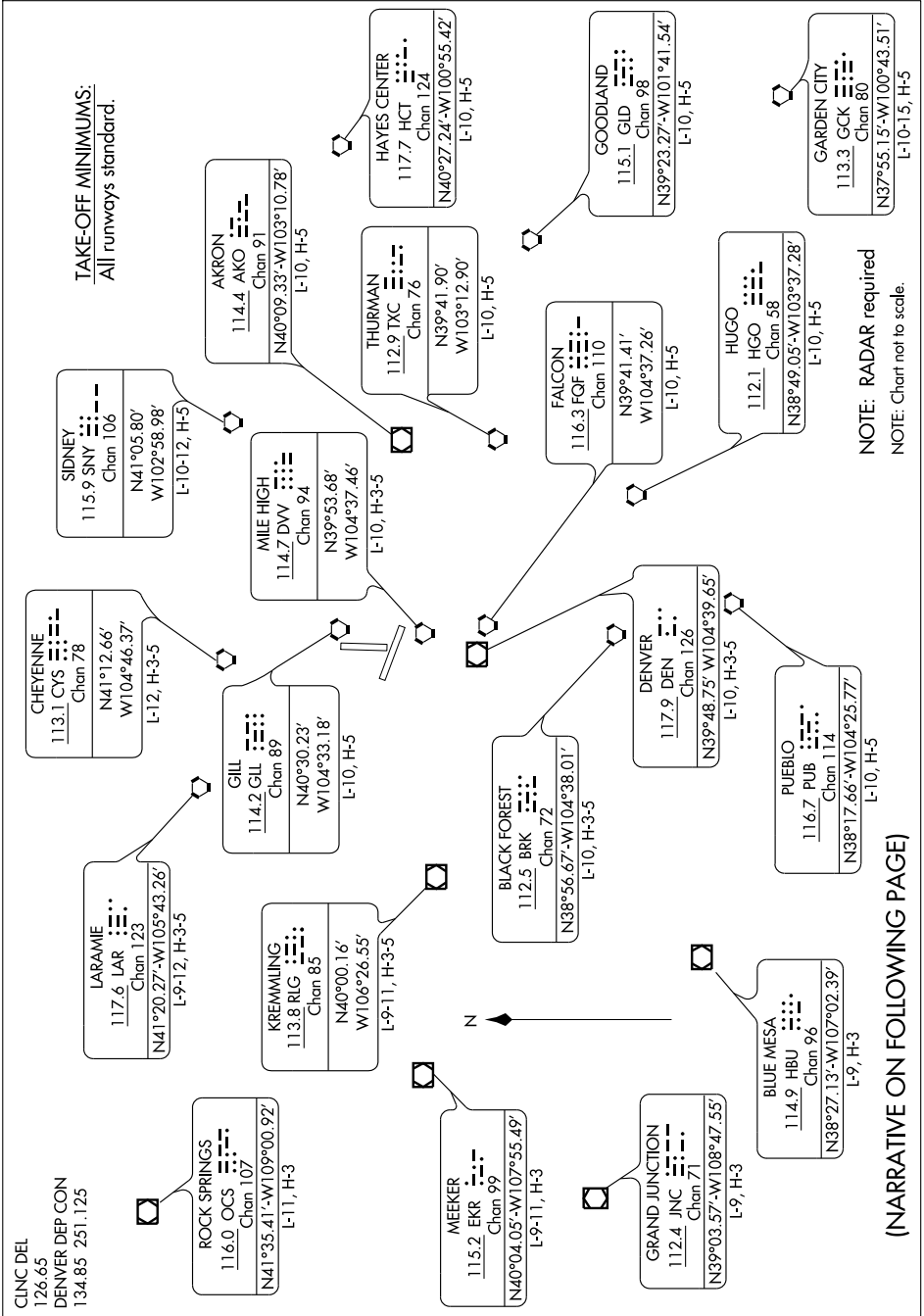
SW-1, 23 SEP 2010 to 21 OCT 2010

# DENVER FIVE DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)

GREELEY, COLORADO



# DENVER FIVE DEPARTURE

GREELEY, COLORADO

GREELEY-WELD COUNTY (GXY)

(NARRATIVE ON FOLLOWING PAGE)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-DCI <b>110.3</b> Chan <b>40</b>	APP CRS <b>347°</b>	Rwy Idg TDZE Apt Elev	<b>8900</b> <b>4665</b> <b>4697</b>
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# ILS or LOC RWY 34

## GREELEY-WELD COUNTY (GXV)

▼ Use I-DCI DME when on localizer course.  
 ▲ When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase DA to 4950 feet and all visibility ¼ mile; increase all MDA 100 feet and Cat C/D visibility ¼ mile.  
 VDP NA when using Fort Collins-Loveland Muni altimeter setting.

MISSED APPROACH: Climb to 5200 then climbing right turn to 7000 direct GLL VORTAC and hold, continue climb-in-hold to 7000.

AWOS-3  
**135.175**

DENVER APP CON  
**134.85 251.125**

CLNC DEL  
**126.65**

UNICOM  
**122.8 (CTAF) 0**

LOCALIZER **110.3**  
I-DCI  
Chan **40**

GILL  
**114.2** GLL  
Chan **89**

5398 ▲

5013 ▲

4879 ▲

4849±

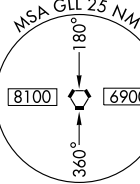
4889±

LOM/IAF  
BUFFS  
348 DC

I-DCI **[7.5]**  
RADAR

(IF)  
WELDS  
I-DCI **[14.5]**  
RADAR

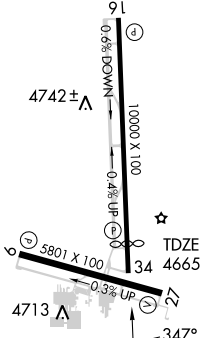
(IAF)  
WAVDI  
GLL **[17.5]**



ELEV **4697** Rwy 34 Idg **8900'**

REIL Rwy 9, 16, 27 and 34

MIRL Rwy 9-27 and 16-34



5200

7000

GILL  
**114.2**

BUFFS LOM  
I-DCI **[7.5]**  
RADAR

Remain within 10 NM

I-DCI  
**1.6**

I-DCI  
**2.9**

6533

347°

7000

6600

GS 3.00°  
TCH 48

CATEGORY

A

B

C

D

S-ILS 34

4865-¾ 200 (200-¾)

S-LOC 34

5100-1 435 (500-1)

5100-1¼ 435 (500-1¼)

5100-1½ 435 (500-1½)

CIRCLING

5120-1 423 (500-1)

5160-1 463 (500-1)

5200-1½ 503 (600-1½)

5260-2 563 (600-2)

FAF to MAP 5.8 NM

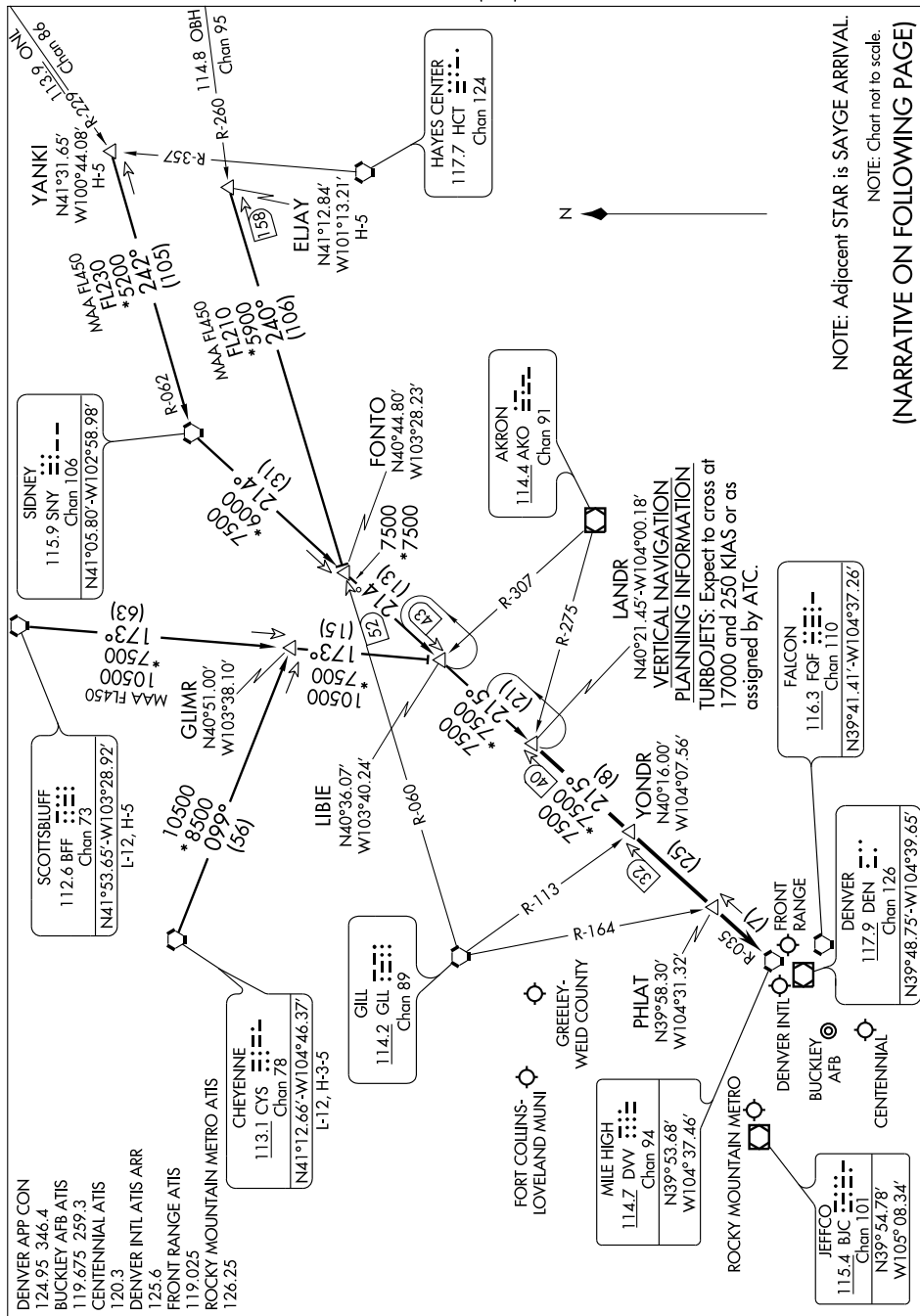
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



## LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is SAYGE ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

## LANDR FIVE ARRIVAL

(LANDR.LANDR5) 10042

DENVER, COLORADO

## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER APP CON  
120.35 379.3  
BUCKLEY AFB ATIS  
119.675 259.3  
CENTENNIAL ATIS  
120.3  
DENVER INTL ATIS ARR  
125.6  
FRONT RANGE ATIS  
119.025  
ROCKY MOUNTAIN METRO ATIS  
126.25

GILL  
114.2 GLL : : : :  
Chan 89  
N40°30.23'-W104°33.18'

FORT COLLINS-  
LOVELAND MUNI

GREELEY-  
WELD COUNTY

DENVER  
117.9 DEN : : :  
Chan 126  
N39°48.75'-W104°39.65'

ROCKY MOUNTAIN  
METRO

DENVER  
INTL

FRONT RANGE

JEFFCO  
115.4 BJC : : : :  
Chan 101

HUUGE  
N39°34.72'  
W104°47.91'

PAYDD  
N39°24.10'  
W105°04.73'

**LARKS**  
N39°15.44'-W105°18.31'  
**VERTICAL NAVIGATION  
PLANNING INFORMATION**

**TURBOJETS:** Expect to cross at  
17000 and 250 KIAS or as  
assigned by ATC.

FALCON  
116.3 FGF : : : :  
Chan 110  
N39°41.41'  
W104°37.26'

RED TABLE  
113.0 DBL : : : :  
Chan 77

BLUE MESA  
114.9 HBU : : : :  
Chan 96

BLACK FOREST  
112.5 BRK : : : :  
Chan 72

RATTLESNAKE  
115.3 RSK : : : :  
Chan 100  
N36°44.90'-W108°05.93'  
L-8, H-4

ALAMOSA  
113.9 ALS : : : :  
Chan 86  
N37°20.95'-W105°48.93'  
L-8-9, H-4-5

PUEBLO  
116.7 PUB : : : :  
Chan 114  
N38°17.66'-W104°25.77'  
L-10, H-5

KANON  
N38°23.75'  
W105°59.51'

HICKY  
N38°46.28'  
W106°03.38'

MAA FL450  
FL200  
\*15400  
262°  
(74)

LOPEC  
N38°05.56'  
W106°51.55'  
H-3

PAPPA  
N38°29.61'  
W106°28.70'

TERRO  
N38°53.47'  
W105°52.38'

MURFE  
N39°08.29'  
W105°29.47'

HBU  
R-050

17000  
\*14400  
040°  
(87) (111)

14000  
\*13800  
040°  
(4) (114)

14000  
\*13800  
040°  
(4) (114)

14000  
\*13800  
040°  
(4) (114)

14000  
\*13800  
040°  
(4) (114)

14000  
\*13800  
040°  
(4) (114)

14000  
\*13800  
040°  
(4) (114)

14000  
\*13800  
040°  
(4) (114)

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## LARKS SIX ARRIVAL

(LARKS.LARKS6) 09351

DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010

## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

LOM DC  
348

APP CRS  
347°

Rwy Idg	<b>8900</b>
TDZE	<b>4665</b>
Apt Elev	<b>4697</b>

8900

4665

4697

NDB RWY 34

Greeley-Weld County (GXY)



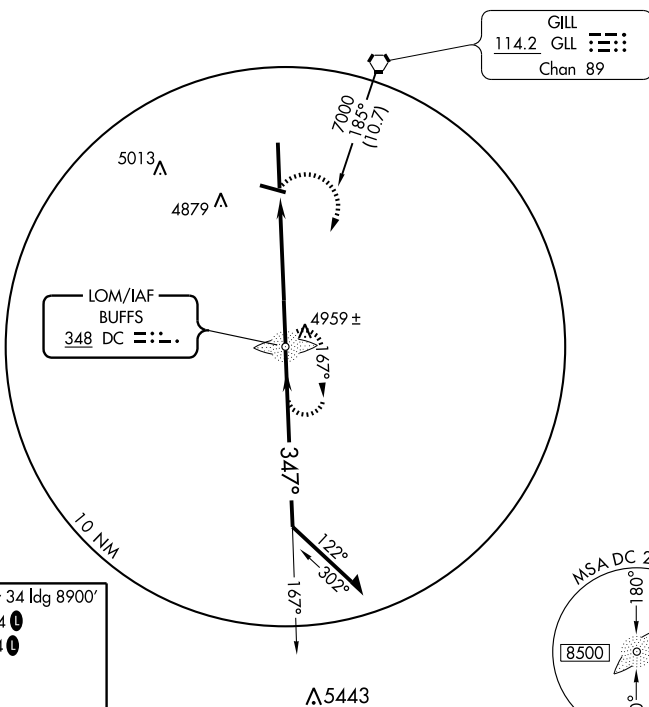
**MISSED APPROACH:** Climbing right turn to 7000 direct BUFFS LOM and hold, continue climb-in-hold to 7000.

AWOS-3  
135.175

DENVER APP CON  
134.85 251.125

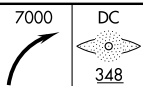
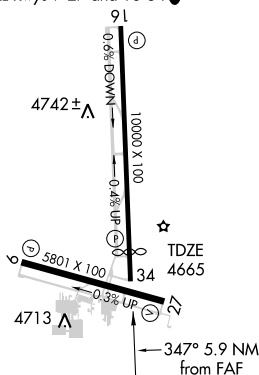
CLNC DEL  
**126.65**

UNICOM  
122.8 (CTAF) **L**



ELEV 4697

Rwy 34 Idg 8900'

REIL Rwy 9, 16, 27 and 34 **L**MIRL Rwy 9-27 and 16-34 **L**

LOM

Remain  
within 10 NM

7000

6600

TCH 50

CATEGORY

A

--	--

C

D

S-34

5180.

51.5 (500-1)

5180

5180-1<sup>3</sup>/<sub>4</sub>

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---

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5200

5260-2

GREELEY, COLORADO

Orig-A 08213

Greeley-Weld County (GXY)

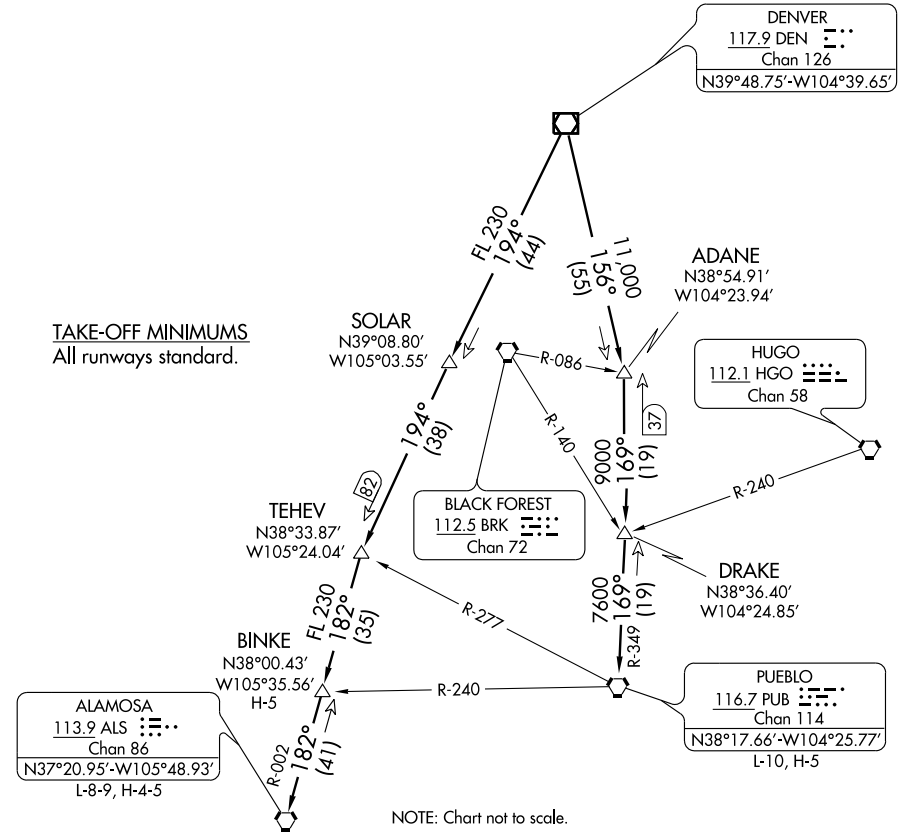
40°26'N-104°38'W

NDB RWY 34

SW-1. 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

CLNC DEL  
126.65  
DENVER DEP CON  
134.85 251.125



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

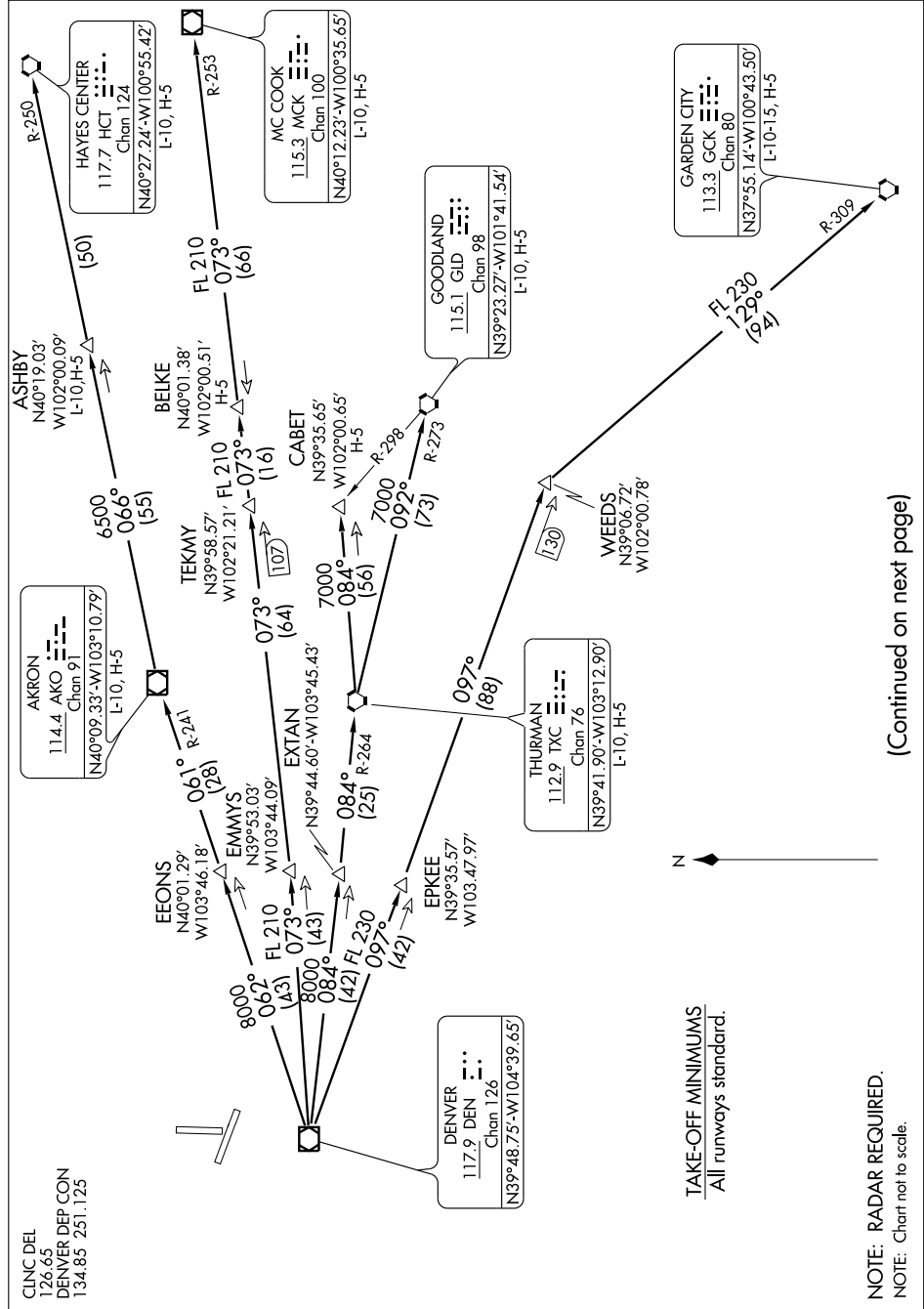
PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

# PLAINS FOUR DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)  
GREELEY, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



(Continued on next page)

SW-1, 23 SEP 2010 to 21 OCT 2010

# PLAINS FOUR DEPARTURE

GREELEY, COLORADO  
GREELEY-WELD COUNTY (GXY)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010





## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

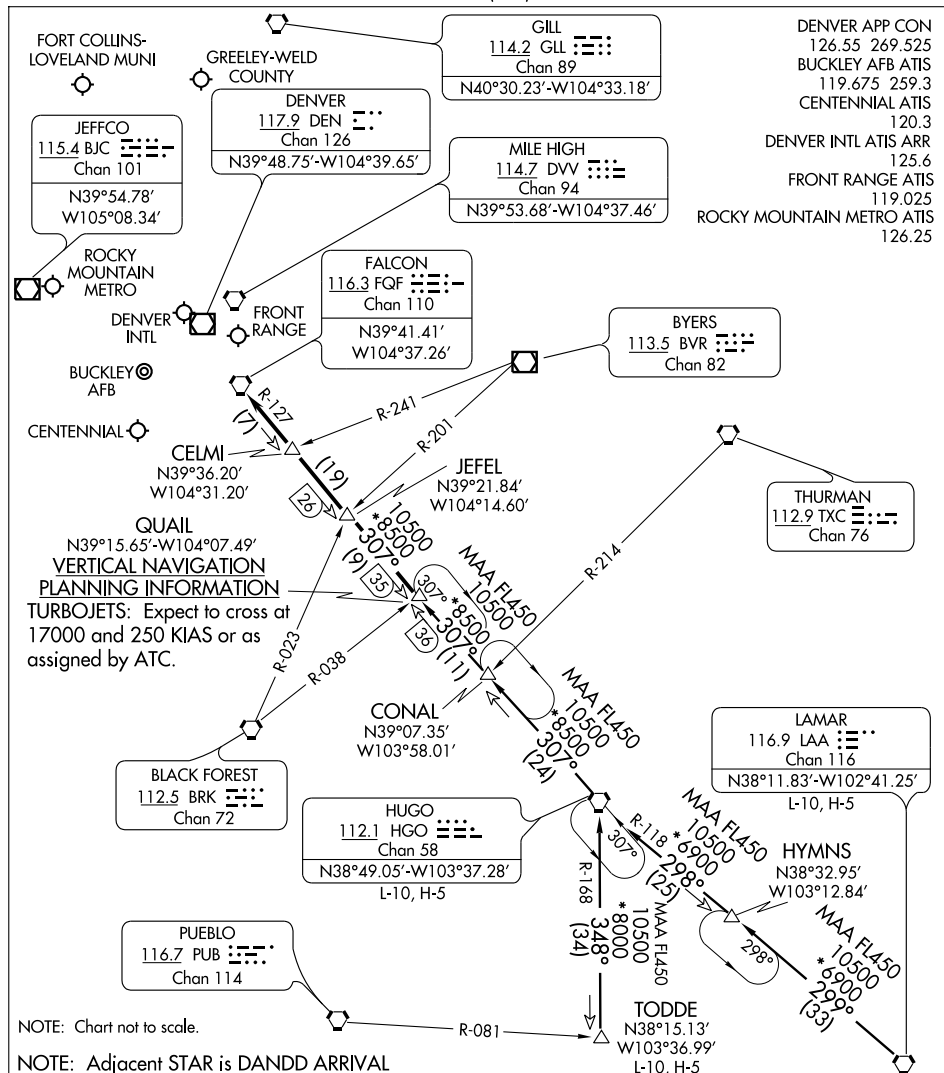
SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



**HUGO TRANSITION (HGO.QUAIL6):** From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

**LAMAR TRANSITION (LAA.QUAIL6):** From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to QUAIL INT. Thence....

**TODDE TRANSITION (TODDE.QUAIL6):** From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

....From over QUAIL INT via HGO R-307 and FGF R-127 to FGF VORTAC.

Expect radar vectors to the final approach course at or before FGF VORTAC.

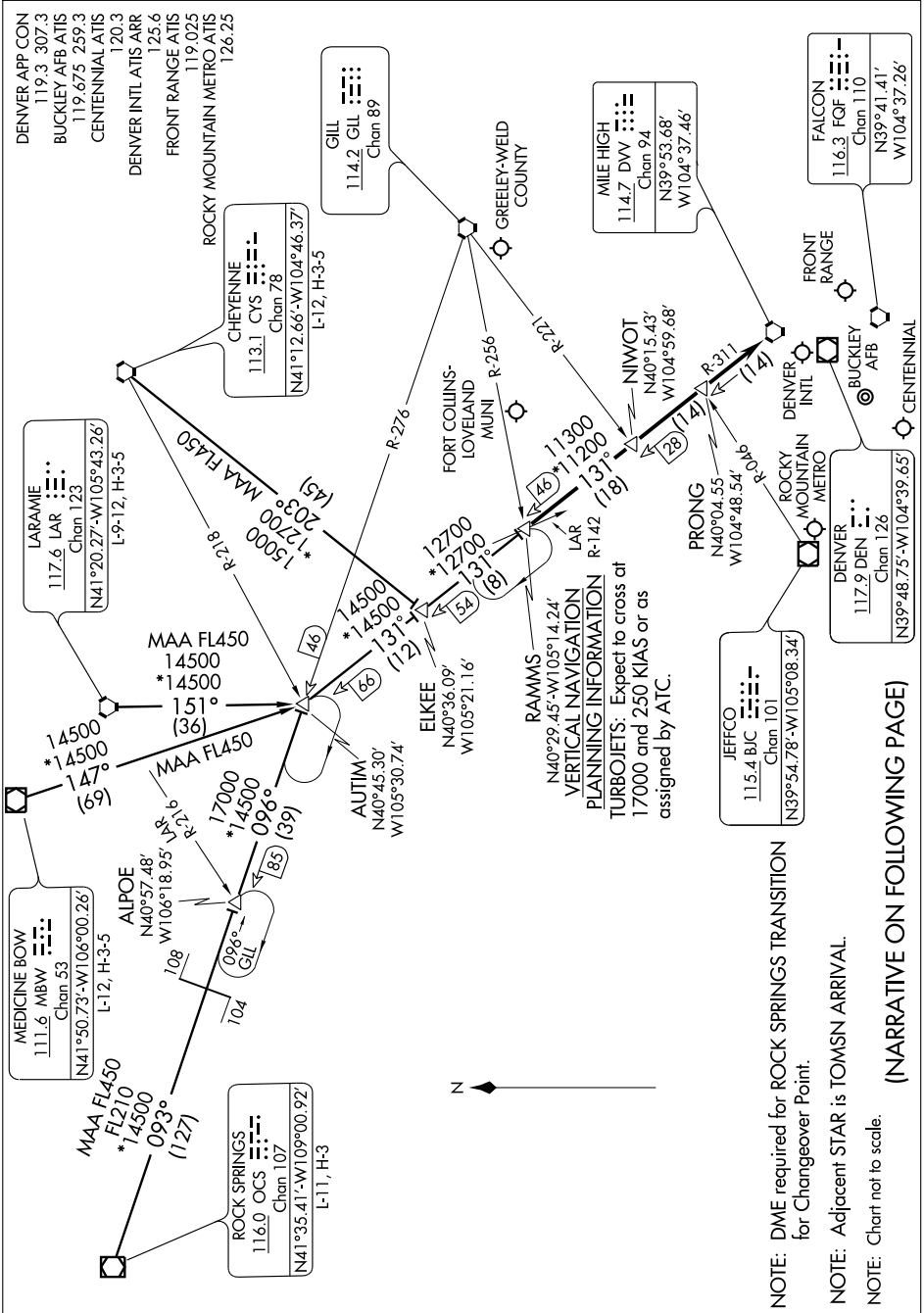
## QUAIL SIX ARRIVAL

DENVER, COLORADO

## RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



## ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



WAAS  
CH 72708  
W16A

APP CRS  
167°

Rwy Idg	<b>10000</b>
TDZE	<b>4697</b>
Apt Elev	<b>4697</b>

## RNAV (GPS) RWY 16

GREELEY-WELD COUNTY (GXY)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).

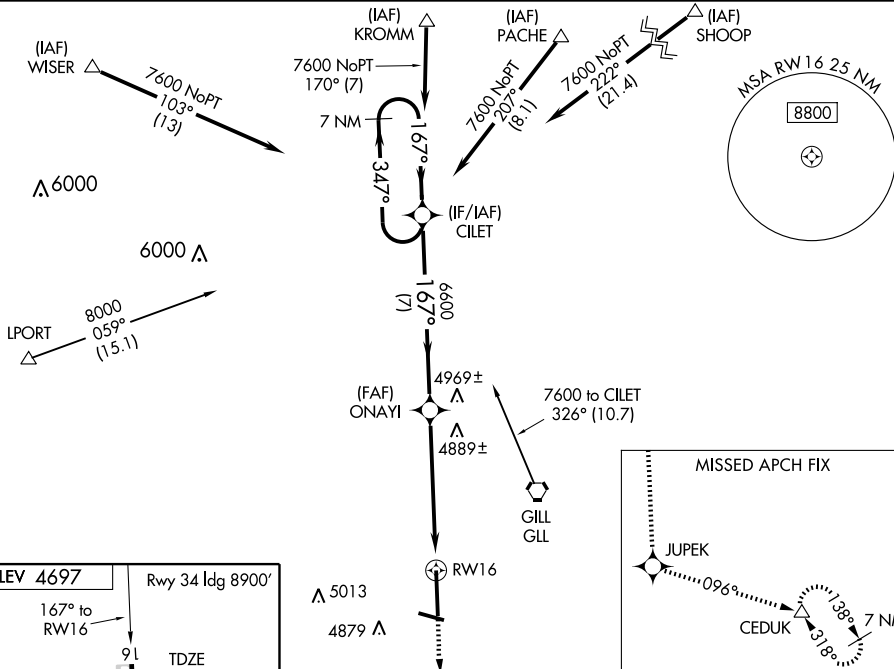
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting.

When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 5063 feet and visibility all Cats ¼ mile. Increase LNAV/VNAV DA to 5207 and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cats C and D ¼ mile. Increase Circling visibility Cat C ¼ mile.

**MISSED APPROACH:** Climb to 7600 direct JUPEK and via 096° track to CEDUK and hold.

AWOS-3  
135.175

DENVER APP CON  
134.85 251.125CLNC DE  
126.65UNICOM  
122.8 (CTAF) 

ELEV 4697

Rwy 34 lda 8900'

167° to  
RW16 →

91 TDZE  
④ 4697

4742 ± 10000 X 100

5801 X 100  
34  
0.3% UP  
4713 A

REIL Rwy 9, 16, 27 and 34 **L**  
MIRL Rwy 9-27 and 16-34 **L**

Diagram illustrating a 7 NM Holding Pattern. The pattern is defined by a 7 NM Holding Pattern (7 NM) and a 7 NM Holding Pattern (7 NM). The diagram shows the following elements:

- 7 NM Holding Pattern**: The overall pattern dimensions.
- CILET**: A navigation aid located at the start of the pattern.
- ONAYI**: A navigation aid located at the end of the pattern.
- 7600**: A frequency or altitude marker.
- 347°** and **167°**: Heading angles for the pattern legs.
- 6600**: A frequency or altitude marker.
- 7 NM**, **4.4 NM**, and **1.3**: Distances between key points in the pattern.
- \*1.3 NM to RW16**: Distance to the runway.
- \*RNAV only**: A note indicating RNAV capability.
- GS 3.00°** and **TCH 46**: Glide slope and threshold crossing height information.
- 7 NM**, **4.4 NM**, and **1.3**: Distances between key points in the pattern.
- 7600** and **6600**: Frequency or altitude markers.
- 347°** and **167°**: Heading angles for the pattern legs.
- CILET** and **ONAYI**: Navigation aid identifiers.
- 7 NM**, **4.4 NM**, and **1.3**: Distances between key points in the pattern.
- \*1.3 NM to RW16**: Distance to the runway.
- \*RNAV only**: A note indicating RNAV capability.
- GS 3.00°** and **TCH 46**: Glide slope and threshold crossing height information.

WAAS CH <b>86808</b> <b>W27A</b>	APP CRS <b>275°</b>	Rwy Idg TDZE Apt Elev	<b>5801</b> <b>4650</b> <b>4697</b>
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# RNAV (GPS) RWY 27

GREELEY-WELD COUNTY (GXY)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP -0.3 NA.  
**▲** VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting. When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 4985 and visibility all Cats ½ mile. Increase LNAV/VNAV DA to 5074 and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cat C ¼ mile and Cat D ½ mile. Increase Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 8500 direct AFSOQ and hold, continue climb-in-hold to 8500.

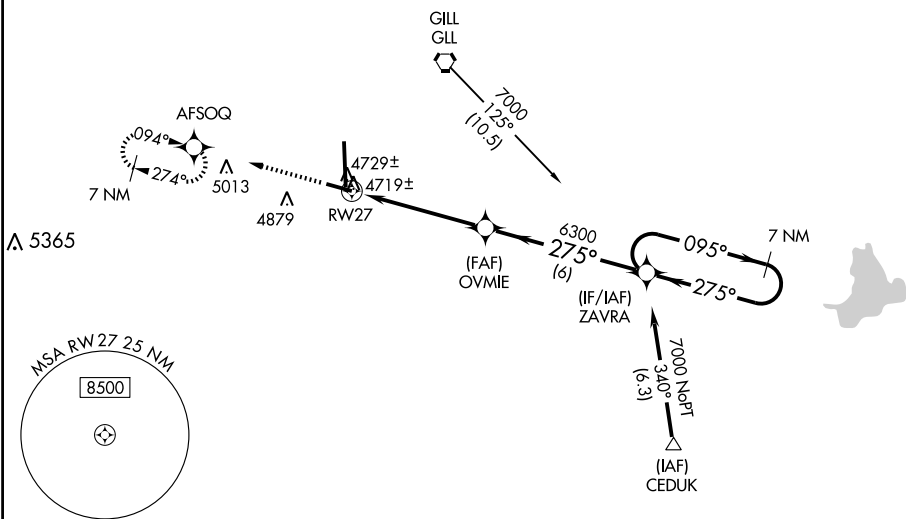
AWOS-3  
**135.175**

DENVER APP CON  
**134.85 251.125**

CLNC DEL  
**126.65**

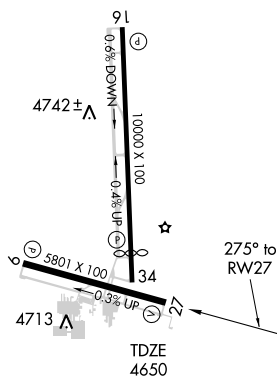
UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at GLL VORTAC via V220 west bound and V4 northwest bound.



ELEV 4697

Rwy 34 Idg 8900'



REIL Rwy 9, 16, 27 and 34 **0**  
 MRL Rwy 9-27 and 16-34 **0**

8500		AFSOQ		7 NM Holding Pattern			
*LNAV only		*0.9 NM to RWY 27		ZAVRA 7000			
RWY 27		OVMIE		GS 3.00° TCH 50			
0.9		4.1 NM		6 NM			
CATEGORY	A		B		C		D
LPV DA	4900-3/4		250 (300-3/4)				
LNAV/VNAV DA	4989-1 1/4		339 (300-1 1/4)				
LNAV MDA	4980-1		330 (300-1)				
CIRCLING	5120-1		5160-1		5200-1 1/2		5260-2
	423 (500-1)		463 (500-1)		503 (600-1 1/2)		563 (600-2)



WAAS CH <b>69607</b> <b>W34A</b>	APP CRS <b>347°</b>	Rwy Idg <b>8900</b> TDZE <b>4665</b> Apt Elev <b>4697</b>
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## RNAV (GPS) RWY 34

GREELEY-WELD COUNTY (GXY)

- ▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting. When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 5000 feet and visibility all Cats ¼ mile. Increase LNAV/VNAV DA to 5073 feet and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cats C and D ¼ mile. Increase Circling visibility Cat C ¼ mile.

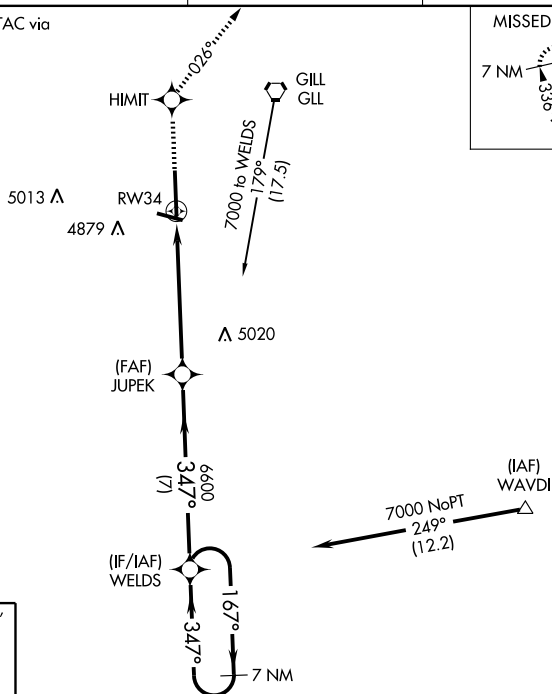
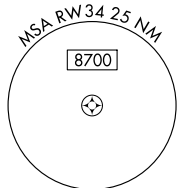
**MISSED APPROACH:** Climb to 8000 direct HIMIT and via 026° track to AIMES and hold, continue climb-in-hold to 8000.

AWOS-3 <b>135.175</b>	DENVER APP CON <b>134.85 251,125</b>	CLNC DEL <b>126.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure NA for arrivals at GLL VORTAC via V220 northeast bound.

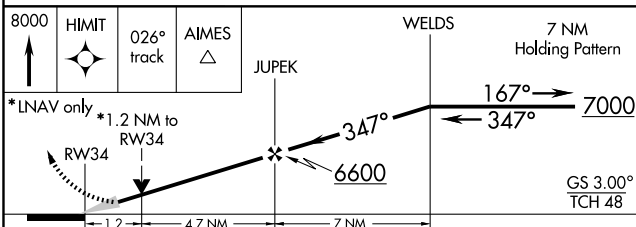
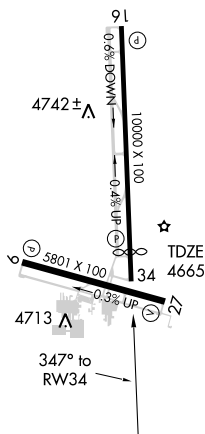
MISSED APCH FIX

△ 5398



ELEV 4697

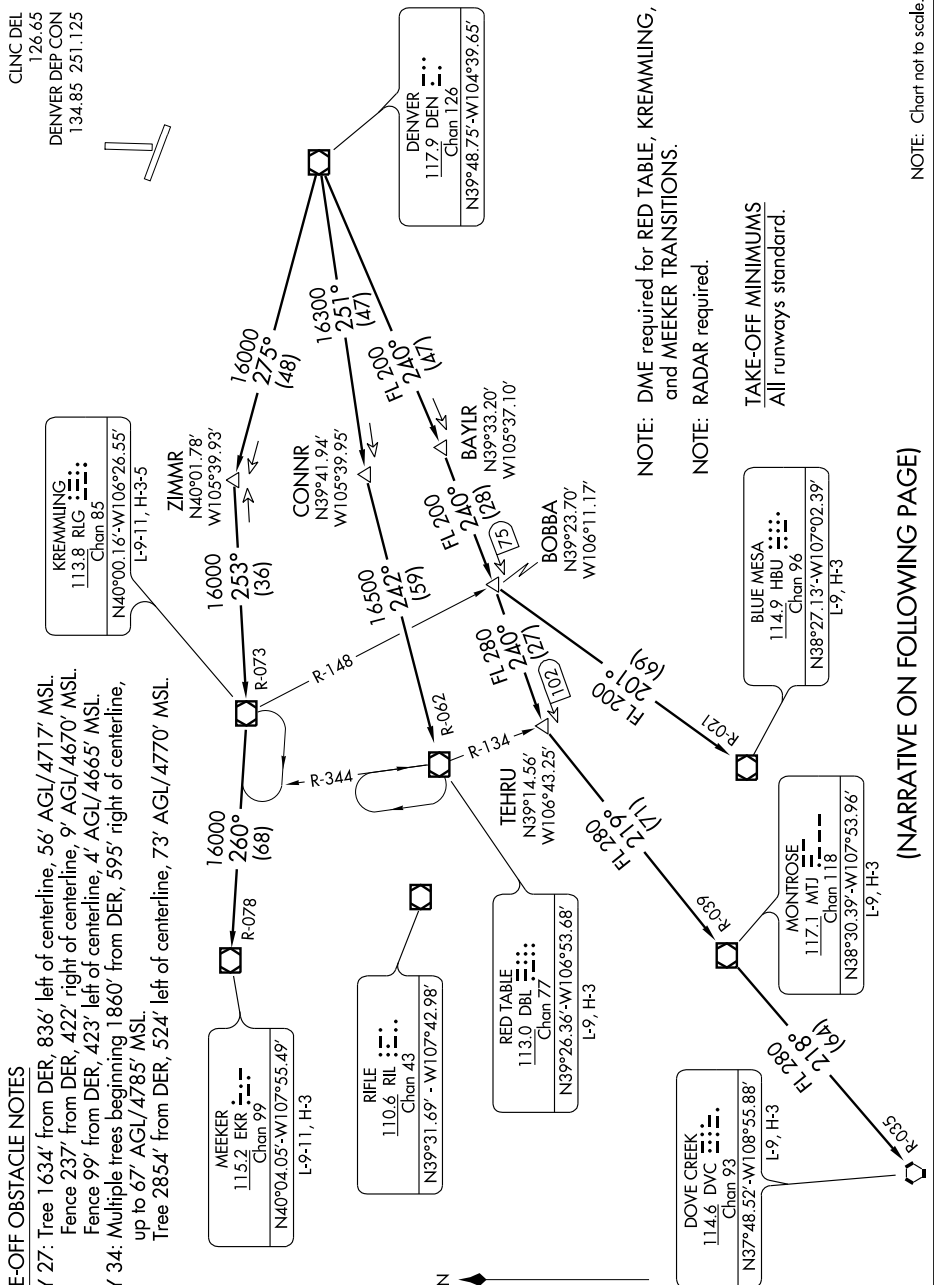
Rwy 34 Idg 8900'

REIL Rwys 9, 16, 27 and 34 **L**MIRL Rwy 9-27 and 16-34 **L**

CATEGORY	A	B	C	D
LPV DA	4915-1 250 (300-1)			
RNAV/ VNAV DA	4988-1¼ 323 (300-1¼)			
RNAV MDA	5100-1 435 (500-1)	5100-1¼ 435 (500-1¼)	5100-1½ 435 (500-1½)	
CIRCLING	5120-1 423 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

## TAKE-OFF OBSTACLE NOTES

RWY 27: Tree 1634' from DER, 836' left of centerline, 56' AGI/4717' MSI.  
 Fence 237' from DER, 422' right of centerline, 9' AGI/4670' MSI.  
 Fence 99' from DER, 423' left of centerline, 4' AGI/4665' MSI.  
 RWY 34: Multiple trees beginning 1860' from DER, 595' right of centerline,  
 up to 67' AGI/4785' MSI.  
 Tree 2854' from DER, 524' left of centerline, 73' AGI/4770' MSI.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

**BLUE MESA (HI) TRANSITION (ROCKI7.HBU):** From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

**DOVE CREEK (HI) TRANSITION (ROCKI7.DVC):** From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

**KREMMLING TRANSITION (ROCKI7.RLG):** From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

**MEEKER TRANSITION (ROCKI7.EKR):** From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

**MONTROSE TRANSITION (ROCKI7.MTJ):** From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

**RED TABLE TRANSITION (ROCKI7.DBL):** From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1, 23 SEP 2010 to 21 OCT 2010

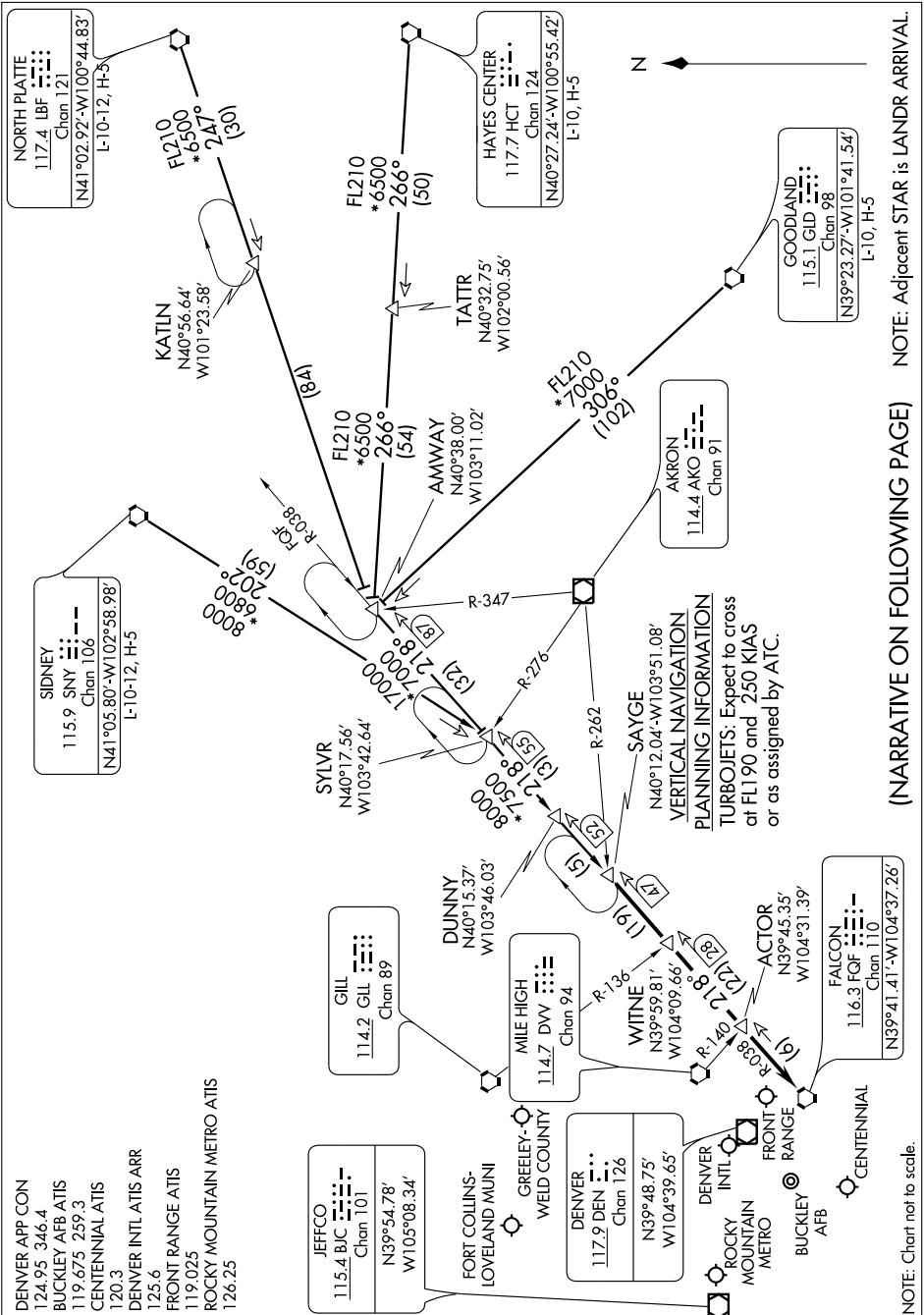
SW-1, 23 SEP 2010 to 21 OCT 2010

## SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE)

SW-1. 23 SEP 2010 to 21 OCT 2010

NOTE: Chart not to scale.

## SAYGE SIX ARRIVAL

(SAYGE.SAYGE6) 10042

DENVER, COLORADO

## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



SW-1. 23 SEP 2010 to 21 OCT 2010

NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC GLL <b>114.2</b> Chan <b>89</b>	APP CRS <b>205°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>4697</b>
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# VOR or TACAN-A

GREELEY-WELD COUNTY (GX Y)

**▼** When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase all MDA 100 feet. Increase Cat C visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 7000 direct GLL VORTAC and hold, continue climb-in-hold to 7000. (TACAN Aircraft continue via GLL R-025 to NOVA/10 DME and hold NE, right turns, 205° inbound.)

AWOS-3  
**135.175**

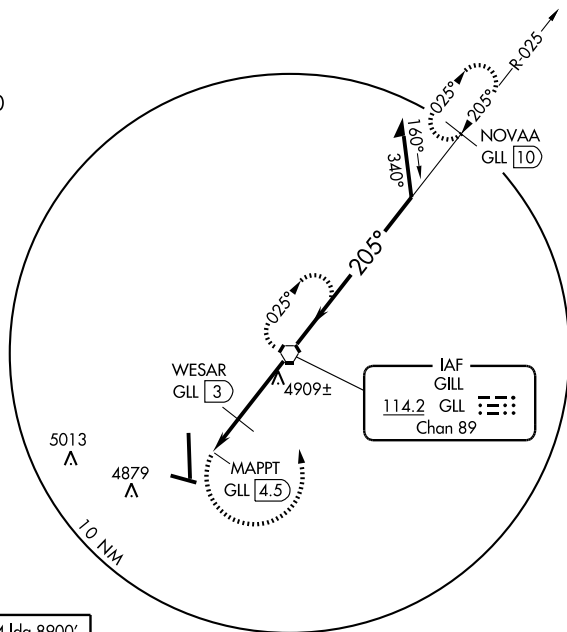
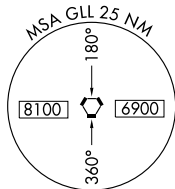
DENVER APP CON  
**134.85 251.125**

CLNC DEL  
**126.65**

UNICOM  
**122.8 (CTAF) 0**

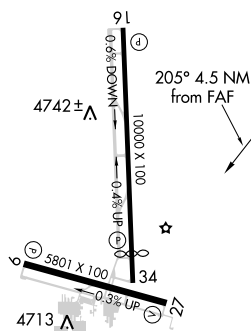
6000

6000



ELEV 4697

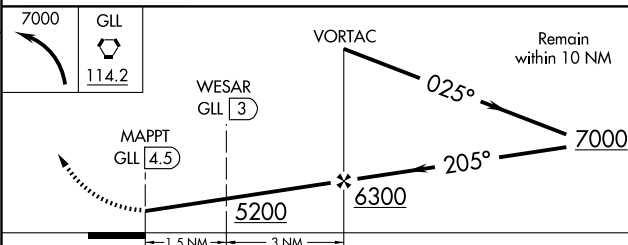
Rwy 34 Idg 8900'



REIL Rws 9, 27, 16 and 34  
MIRL Rws 9-27 and 16-34

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

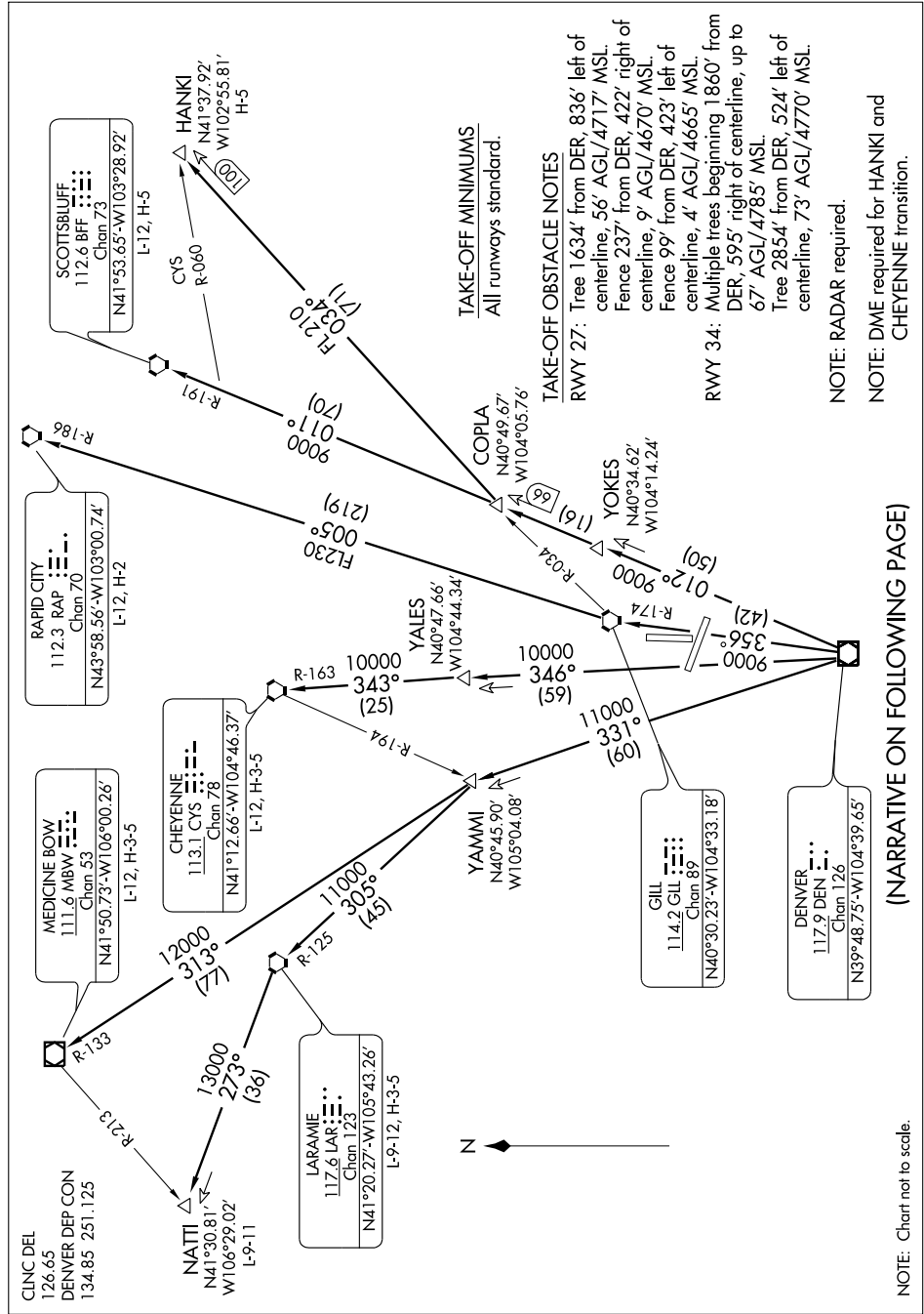


CATEGORY	A	B	C	D
CIRCLING	5200-1	503 (600-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)
WESAR FIX MINIMUMS				
CIRCLING	5120-1 423 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)



# YELLOWSTONE SIX DEPARTURE

SW-1, 23 SEP 2010 to 21 OCT 2010



(NARRATIVE ON FOLLOWING PAGE)

SW-1, 23 SEP 2010 to 21 OCT 2010

# YELLOWSTONE SIX DEPARTURE

## YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.  
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

**GREELEY-WELD CO** (GXY) 3 E UTC-7(-6DT) N40°26.25' W104°37.99'

CHEYENNE

4697 B S4 FUEL 100LL, JET A OX 3, 4 TPA-5497(800) NOTAM FILE GXY

H-3F, 5A, L-10F

RWY 16-34: H10000X100 (ASPH) S-30, D-45 MIRL

IAP, AD

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 42'. 0.6% down.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 47'. Thld displcd 1100'. 0.4% up.

RWY 09-27: H5801X100 (ASPH) S-18, D-30 MIRL 0.3% up NW

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 43'.

RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 50'. Rgt tfc.

**AIRPORT REMARKS:** Attended 1300-0200Z†. For attendance after hours call 970-336-3010. Wildlife on and invof rwy. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Oil drilling rigs up to 120' AGL on and invof arpt. Rwy 34 preferred use when wind less than 5 knots. Rwy 34 preferred for touch and go landing. ACTIVATE MIRL Rwy 09-27 and Rwy 16-34, REIL Rwy 09, Rwy 27, Rwy 16 and Rwy 34—CTAF. PAPI Rwy 09, PAPI Rwy 16, PAPI Rwy 34 and VASI Rwy 27 opr 24hrs. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 135.175 (970) 352-3511.**COMMUNICATIONS:** CTAF/UNICOM 122.8

GILL RCO 122.65 (DENVER RADIO)

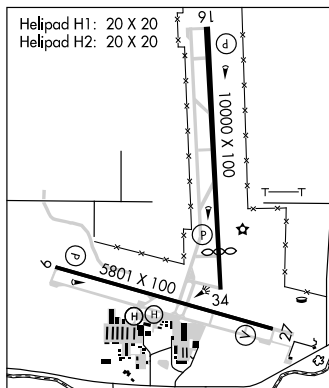
Ⓡ DENVER APP/DEP CON 134.85 CLNC DEL 126.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

GILL (H) VORTACW 114.2 GLL Chan 89 N40°30.23' W104°33.18' 210° 5.4 NM to fld. 4910/13E.

BUFFS NDB (LOM) 348 DC N 40° 20.08' W104° 37.57' 346° 6.2 NM to fld.

ILS/DME 110.3 I-DCI Chan 40 Rwy 34 LOM Bluffs NDB.



HELIPAD H1: H20X20 (CONC)

HELIPAD H2: H20X20 (CONC)

**GUNNISON-CRESTED BUTTE RGNL** (GUC) 1 SW UTC-7(-6DT) N38°32.04' W106°55.98'

DENVER

7680 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 Class I, ARFF Index B NOTAM FILE GUC

H-3E, L-9E

RWY 06-24: H9400X150 (ASPH-GRVD) S-75, D-160, 2D-250 HIRL

IAP

RWY 06: MALSF. PAPI(P4L)—GA 3.2° TCH 55'. Rgt tfc. 0.3% up.

RWY 24: REIL. PAPI(P4L)—GA 3.1° TCH 50'.

RWY 17-35: 3000X150 (TURF-GRVL) 0.6% up N

RWY 17: Tree. Rgt tfc.

RWY 35: Thld displcd 200'. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 06: TORA-9400 TODA-9400 ASDA-9400 LDA-9400

RWY 17: TORA-3000 TODA-3000 ASDA-3000 LDA-3000

RWY 24: TORA-9400 TODA-9400 ASDA-9400 LDA-9400

RWY 35: TORA-3000 TODA-3000 ASDA-3000 LDA-3000

**AIRPORT REMARKS:** Attended dalgt hours. Rwy 17-35 CLOSED Dec 1-May 1. CLOSED to unscheduled operations with more than 30 passenger seats except PPR. Call arpt manager 970-641-2304. High terrain all quadrants. Rotating bcn opr dark-0530Z† and 1300Z†—SR. HIRL Rwy 06-24 and REIL Rwy 24 operates 1300-0530Z†. ACTIVATE MALSF Rwy 06 and PAPI Rwy 06—CTAF. PAPI Rwy 24 operates 24 hrs.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (970) 641-3240.**COMMUNICATIONS:** CTAF/UNICOM 122.7

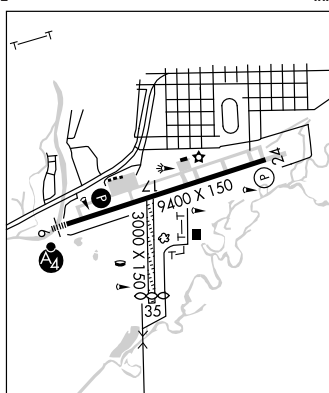
DENVER CENTER APP/DEP CON 125.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

BLUE MESA (H) VOR/DME 114.9 HBU Chan 96 N38°27.13' W107°02.39' 032° 7.0 NM to fld. 8730/14E.

ILS/DME 110.5 I-GUC Chan 42 Rwy 06. Class IE.

Glideslope unmonitored. LOC unusable byd 20° left of course.



APP CRS <b>245°</b>	Rwy ldg TDZE <b>N/A</b>	<b>N/A</b>
	Apt Elev <b>7680</b>	<b>N/A</b>

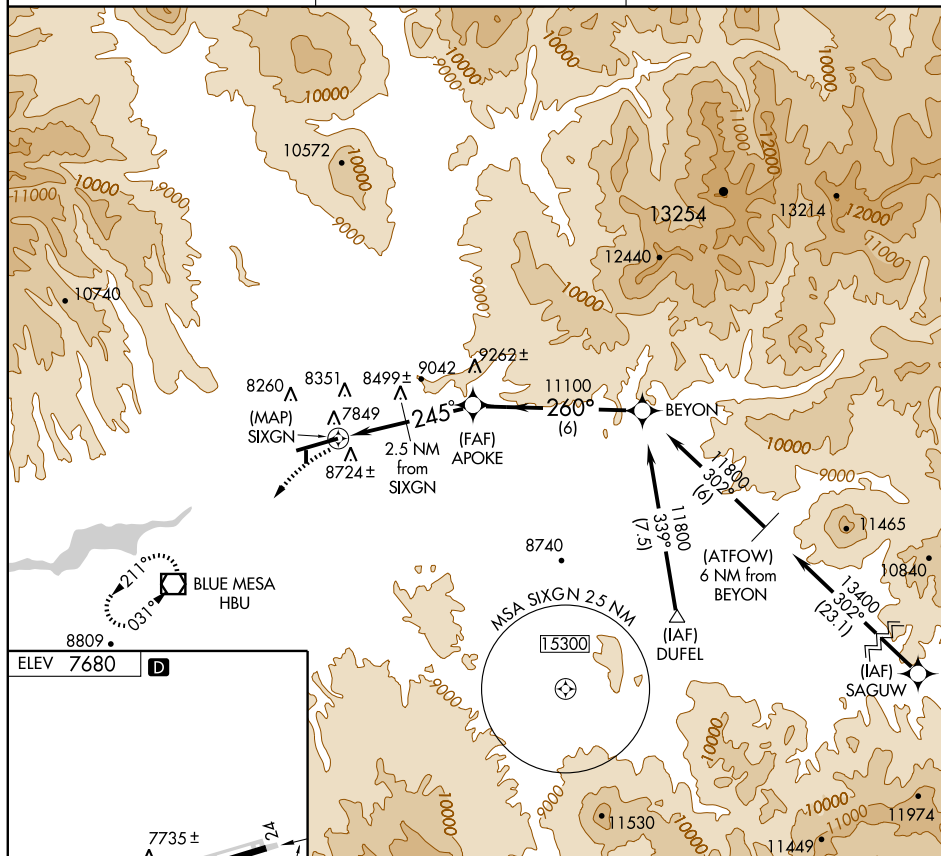
**NA** Procedure not authorized when airport closed except by prior arrangement.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 12000 direct HBU VOR/DME and hold.

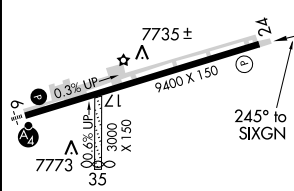
AWOS-3  
**135.075**

DENVER CENTER  
**125.35 354.05**

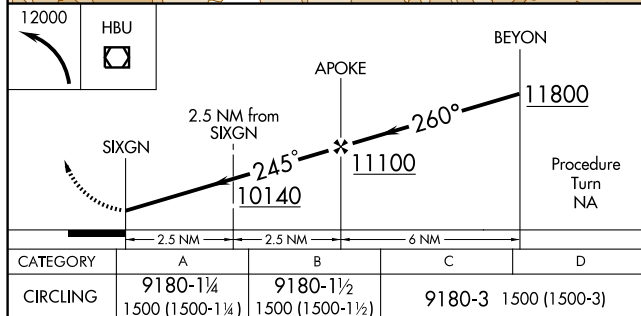
UNICOM  
**122.7 (CTAF) 0**



ELEV 7680 **D**



HIRL Rwy 6-24  
REIL Rwy 24



LOC/DME I-GUC <b>110.5</b> Chan <b>42</b>	APP CRS <b>062°</b>	Rwy Idg TDZE Apt Elev <b>9400</b> <b>7667</b> <b>7680</b>
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# ILS or LOC RWY 6

GUNNISON-CRESTED BUTTE RGNL (GUC)

**▼** Circling NA at night. Inoperative table does not apply.  
**▲** When local altimeter setting not received, procedure NA.  
 DME required. Visibility reduction by helicopters NA.  
 Procedure NA when airport closed except by prior arrangement.

MALSF

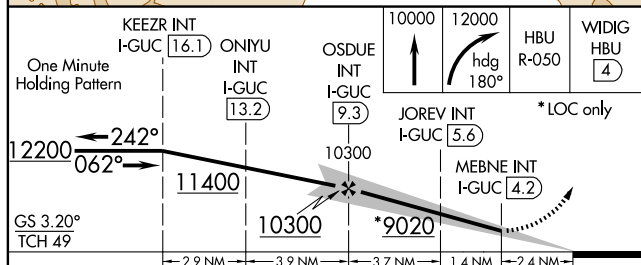
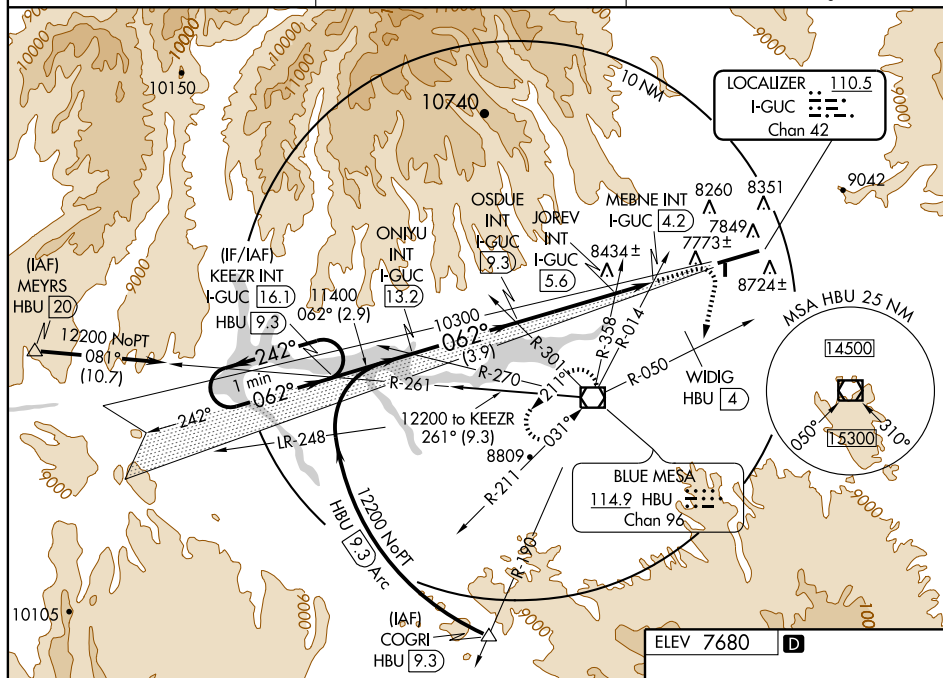


MISSED APPROACH: Climb to 10000 then climbing right turn to 12000 via heading 180° and HBU VOR/DME R-050 to WIDIG/HBU 4 DME continue via HBU VOR/DME R-050 to HBU VOR/DME and hold.

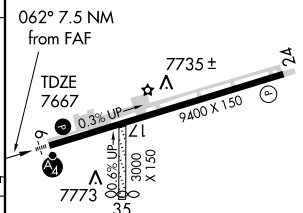
AWOS-3  
**135.075**

DENVER CENTER  
**125.35 354.05**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
S-ILS 6	8590-3 923 (1000-3)			
S-LOC 6	9020-3 1353 (1400-3)			
CIRCLING	9260-3 1580 (1600-3)			
	JOREV FIX MINIMUMS			
S-LOC 6	8640-3 973 (1000-3)			
CIRCLING	9260-3 1580 (1600-3)			

ELEV 7680 **D**

HIRL Rwy 6-24  
REIL Rwy 24

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

APP CRS **061°**  
Rwy Idg **9400**  
TDZE **7667**  
Apt Elev **7680**

**RNAV (RNP) RWY 6**  
GUNNISON-CRESTED BUTTE RGNL (GUC)

**V** RF and GPS required. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 54°C (130°F). When VGSi inoperative, procedure NA at night. Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.  
\* Missed approach requires minimum climb of 310 feet per NM to 9000.  
\*\* Missed approach requires minimum climb of 260 feet per NM to 9000.  
\*\*\* Missed approach requires minimum climb of 230 feet per NM to 9000.  
For inoperative MALSF, increase RNP 0.11\* visibility to 1½, RNP 0.20\*\* to 1¾, RNP 0.26\*\*\* to 2, and RNP 0.30 to 2¼.

MALSF

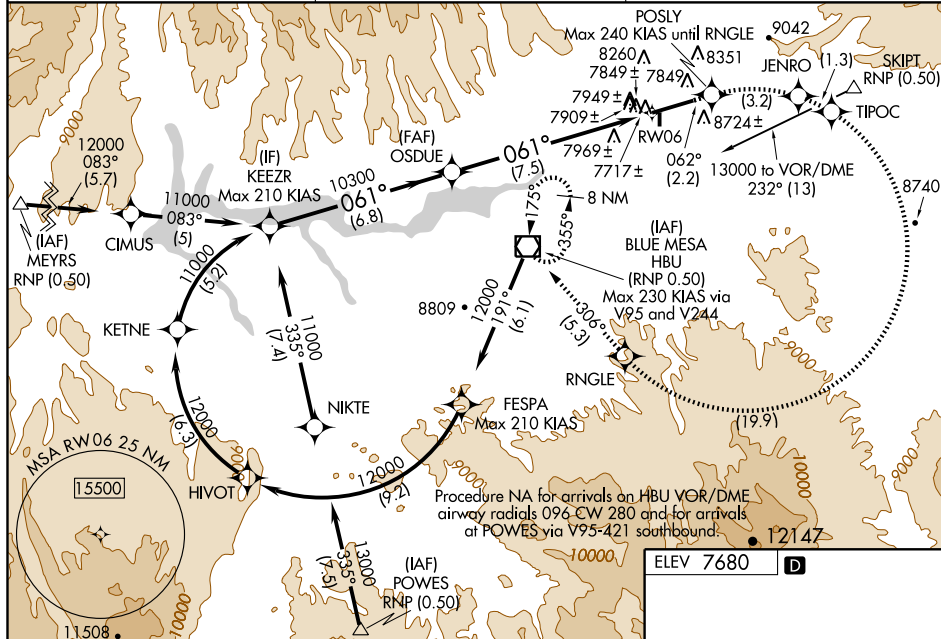


**MISSED APPROACH:** (Do not exceed 240 KIAS until RNGLE) Climb to 13000 via track 062° to POSLY, and via right turn to JENRO, and via right turn to TIPOC, and via right turn to RNGLE, and via track 306° to HBU VOR/DME and hold.

AWOS-3  
**135.075**

DENVER CENTER  
**125.35 354.05**

UNICOM  
**122.7 (CTAF)**



ELEV 7680

D

Procedure KEEZR

Turn NA

11000

GP 3.20°

TCH 49

10300

6.8 NM

7.5 NM

061°

10300

13000

POSLY

JENRO

RW06

TDZE 7667

7773

061° to RW06

HIRL Rwy 6-24

REIL Rwy 24

SPECIAL AIRCRAFT AND AIRCREW

AUTHORIZATION REQUIRED

Gunnison, Colorado

Orig 10266

38°32'N-106°56'W

GUNNISON-CRESTED BUTTE RGNL (GUC)

RNAV (RNP) RWY 6

APP CRS	Rwy Idg	<b>9400</b>
<b>242°</b>	TDZE	<b>7680</b>
	Apt Elev	<b>7680</b>

# RNAV (RNP) RWY 24

GUNNISON-CRESTED BUTTE RGNL (GUC)

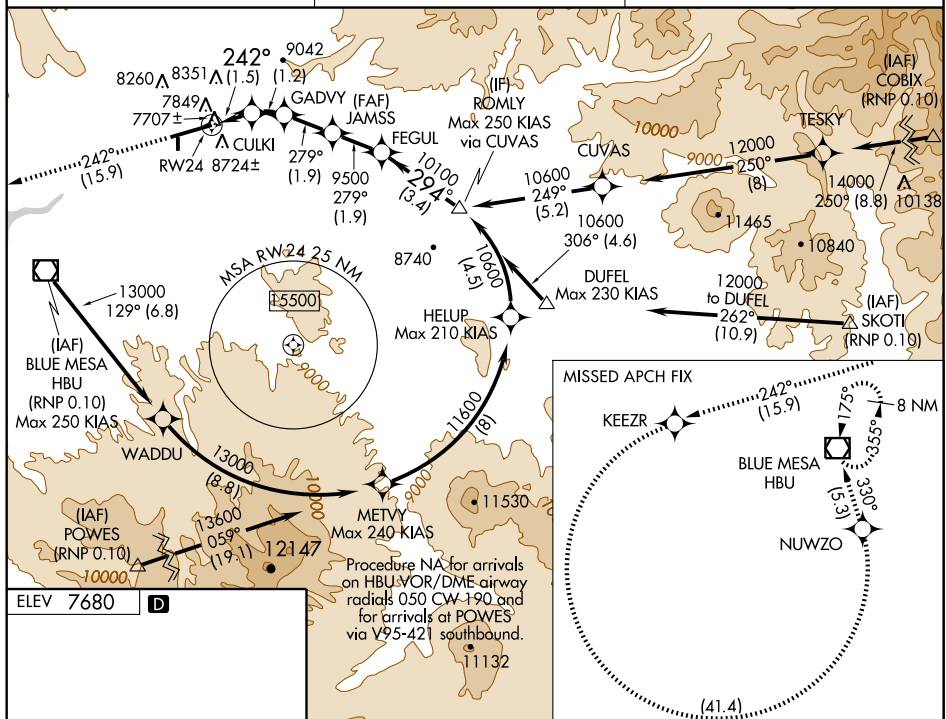
**RF and GPS required.**  
 When local altimeter setting not received, procedure NA.  
 Procedure NA for aircraft with wingspan greater than 136 feet.  
 For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 24°C (75°F).  
 When VGSI inoperative, procedure NA at night.  
 Missed approach requires minimum climb of 425 feet per NM to 9000.

**MISSED APPROACH:** Climb to 14000 on track 242° to KEEZR, and left turn to NUWZO, and on track 330° to HBU VOR/DME and hold.

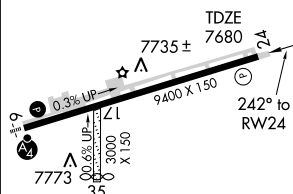
AWOS-3  
**135.075**

DENVER CENTER  
**125.35 354.05**

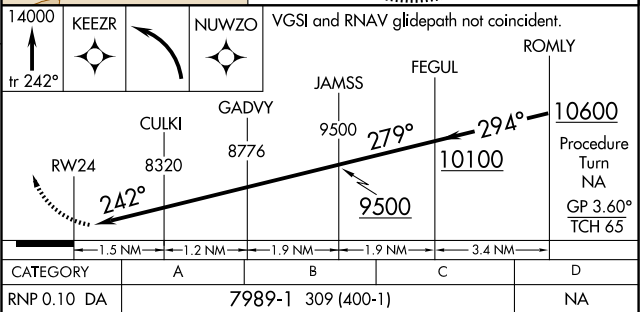
UNICOM  
**122.7 (CTAF) 0**



ELEV 7680 **D**



HIRL Rwy 6-24  
REIL Rwy 24



## SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

VOR/DME HBU <b>114.9</b> Chan <b>96</b>	APP CRS <b>031°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>7680</b>
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# VOR or GPS-A

## GUNNISON-CRESTED BUTTE RGNL (GUC)

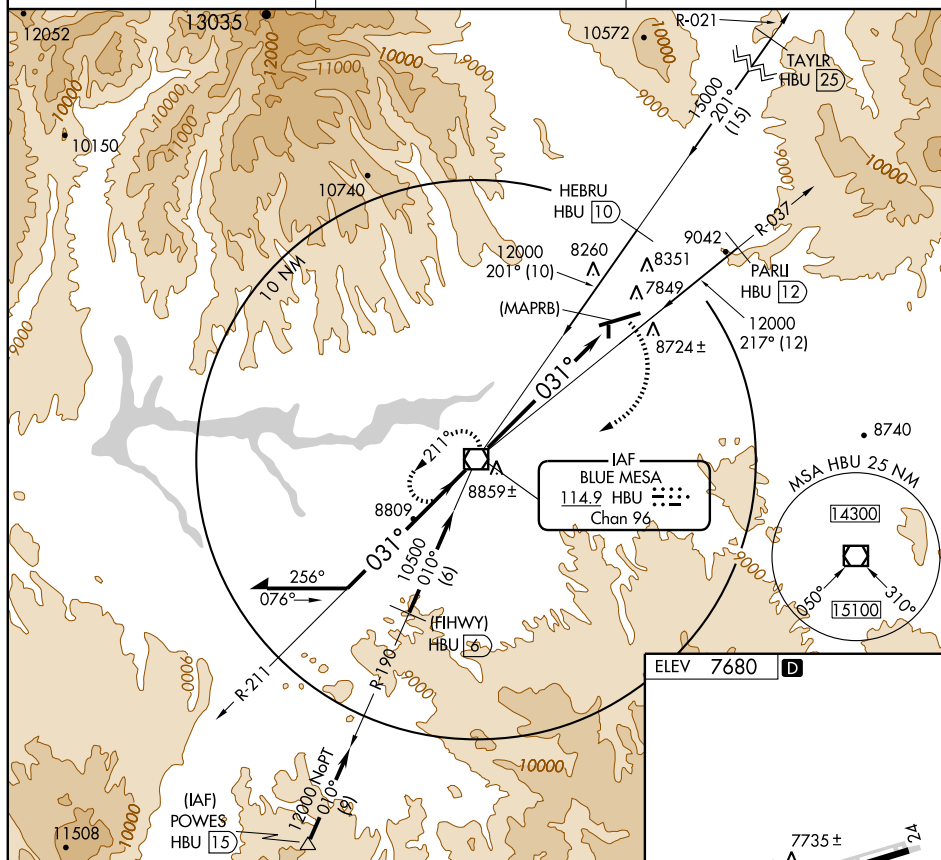
**Procedure NA** when airport closed except by prior arrangement.  
Obtain local altimeter setting on CTAF; when not received, procedure NA.

**MISSED APPROACH:** Climbing right turn to 12000 direct HBU VOR/DME and hold.

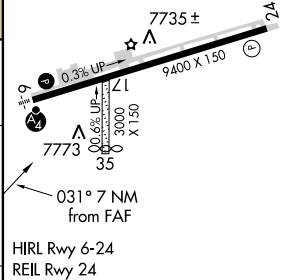
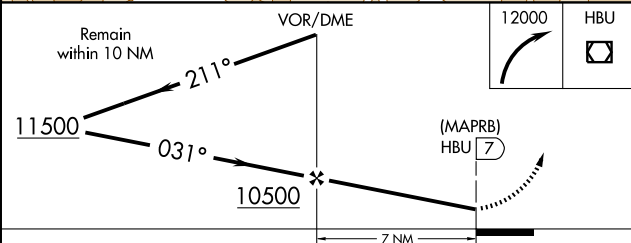
AWOS-3  
**135.075**

DENVER CENTER  
**125.35 354.05**

UNICOM  
**122.7 (CTAF) 0**



ELEV **7680** **D**



CATEGORY	A	B	C	D	FAF to MAP 7 NM					
CIRCLING	9260-2	9340-2	9340-3	9900-3	Knots	60	90	120	150	180
	1580 (1600-2)	1660 (1700-2)	1660 (1700-3)	2220 (2300-3)	Min:Sec	7:00	4:40	3:30	2:48	2:20



**HAYTUN MUNI** (17V) 2 SE UTC-7(-6DT) N40°37.47' W102°36.48'

CHEYENNE

L-10G

4035 TPA-5035(1000) NOTAM FILE DEN

**RWY 08-26:** H3860X40 (ASPH) LIRL (NSTD)

**RWY 08:** Road. **RWY 26:** Road.

**RWY 17-35:** 1650X30 (TURF-DIRT)

**RWY 17:** Building. **RWY 35:** Road.

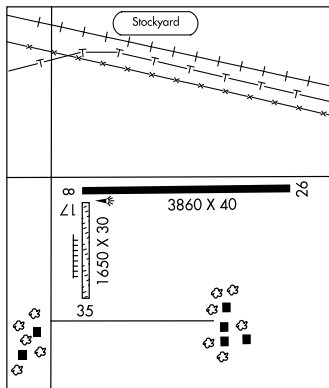
**AIRPORT REMARKS:** Unattended. Rwy 17-35 not maintained, very rough.

Rwy 17-35 multiple cracks. Gravel road parallels both rws  
45-55' from centerlines. Rwy 08-26 multiple cracks. Rwy 08-26  
NSTD LIRL. No thld lgt. Edge lgt. begin 250' of Rwy 08 end. Rwy  
08 has +3' pole 3' from left edge 500' from rwy end. Rwy 08 has  
+3' pole from left edge 500' from rwy end.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SNY.

**SIDNEY (H) VORTAC** 115.9 SNY Chan 106 N41°05.80'  
W102°58.98' 136° 33.1 NM to fld. 4300/13E.



**HAYDEN** N40°31.21' W107°18.29' NOTAM FILE DEN.

CHEYENNE

(H) **VORW/DME** 115.6 CHE Chan 103 106° 4.6 NM to Yampa Valley. 7269/14E.

H-3E, L-9E, 11E

**RCO** 122.25 (DENVER RADIO)

## HAYDEN

**YAMPA VALLEY** (HDN) 2 SE UTC-7(-6DT) N40°28.87' W107°13.06'

CHEYENNE

H-3E, L-9E, 11E

6606 B **FUEL** 100LL, JET A OX 3, 4 ARFF Index—See Remarks NOTAM FILE HDN

**RWY 10-28:** H9998X150 (ASPH-GRVD) S-75, D-170, 2D-260 HIRL

**RWY 10:** MALSIF. PAPI(P4L)—GA 3.0° TCH 55'. Thld dsplcd 509'.

Rgt tfc.

**RWY 28:** REIL. PAPI(P4L)—GA 3.5° TCH 55'. P-line. 0.3% down

**AIRPORT REMARKS:** Attended 1300-0300Z. Class I, ARFF Index C from

Dec-Mar. ARFF Index B from Apr-Nov. Possible severe winter  
conditions from Nov-Apr. Check NOTAMS for arpt conditions. No  
arpt information nor snow removal guaranteed during hours of  
nonattendance. CLOSED to unscheduled air carrier ops with more  
than 30 passenger seat except PPR, call arpt manager  
970-276-5000. Large flocks of sandhill cranes around arpt in  
spring. All acft report 10 minutes prior to tkf/lgd on

123.0—monitor frequency 24 hrs. PAEW on rwy. Between

1300-0300Z ctc UNICOM prior to all tkfs and lrgs for PAEW

advisories. PPR for escort to/from active rwy during normal

business hrs. During snow season ctc UNICOM. Request all acft

departing Rwy 28 make right or left turnout as soon as safety

permits after tkf to avoid town of Hayden and comply with noise

abatement procedures. Ldg fee for acft 11,000 pounds and over.

ACTIVATE HIRL Rwy 10-28, REIL Rwy 28, PAPI Rwy 10 and MALSIF

Rwy 10—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (970) 276-3690.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**HAYDEN RCO** 122.25 (DENVER RADIO)

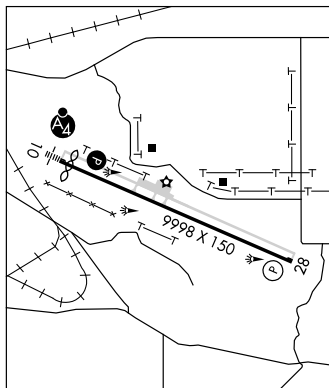
**DENVER CENTER APP/DEP CON** 120.475

**AIRSPACE:** CLASS E svc 1400-0400Z other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

**HAYDEN (H) VORW/DME** 115.6 CHE Chan 103 N40°31.21' W107°18.29' 106° 4.6 NM to fld. 7269/14E.

**ILS/DME** 109.9 I-HDN Chan 36 Rwy 10. Class IB.



LOC/DME I-HDN <b>109.9</b> Chan <b>36</b>	APP CRS <b>104°</b>	Rwy Idg TDZE Apt Elev	<b>9489</b> <b>6591</b> <b>6606</b>
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# ILS or LOC/DME Y RWY 10

HAYDEN/ YAMPA VALLEY (HDN)

**▼** Inoperative table does not apply. When local altimeter setting not received, use Craig-Moffat altimeter setting and increase all DA/MDA 100 feet, and S-ILS 10 all Cals visibilities ½ mile.  
**▲** VDP NA with Craig-Moffat altimeter setting.



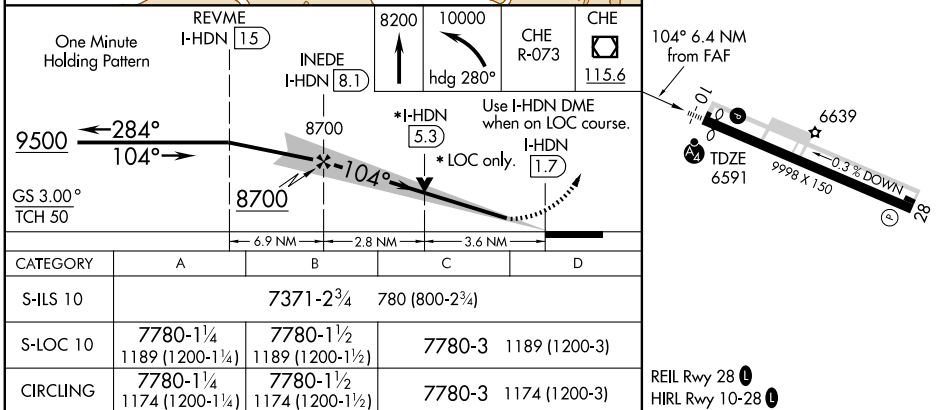
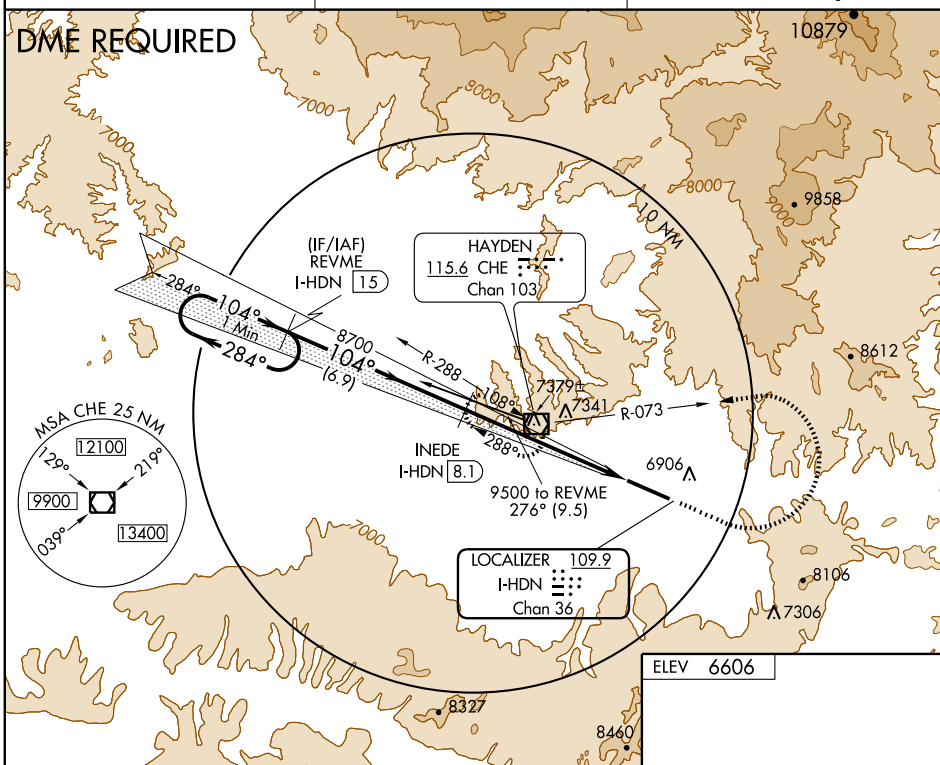
**MISSED APPROACH:** Climb to 8200 then climbing left turn to 10000 via heading 280° and CHE VOR/DME R-073 to CHE VOR/DME and hold, continue climb-in-hold to 10000.

AWOS-3  
**119.275**

DENVER CENTER  
**120.475 235.975**

UNICOM  
**123.0 (CTAF) 0**

## DME REQUIRED



HAYDEN, COLORADO

Amdt 3 08APR10

40°29'N-107°13'W

HAYDEN/ YAMPA VALLEY (HDN)

# ILS or LOC/DME Y RWY 10

APP CRS	Rwy Idg	<b>9998</b>
<b>299°</b>	TDZE	<b>6606</b>
	Apt Elev	<b>6606</b>

**RNAV (GPS) RWY 28**

HAYDEN/ YAMPA VALLEY (HDN)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received procedure NA.

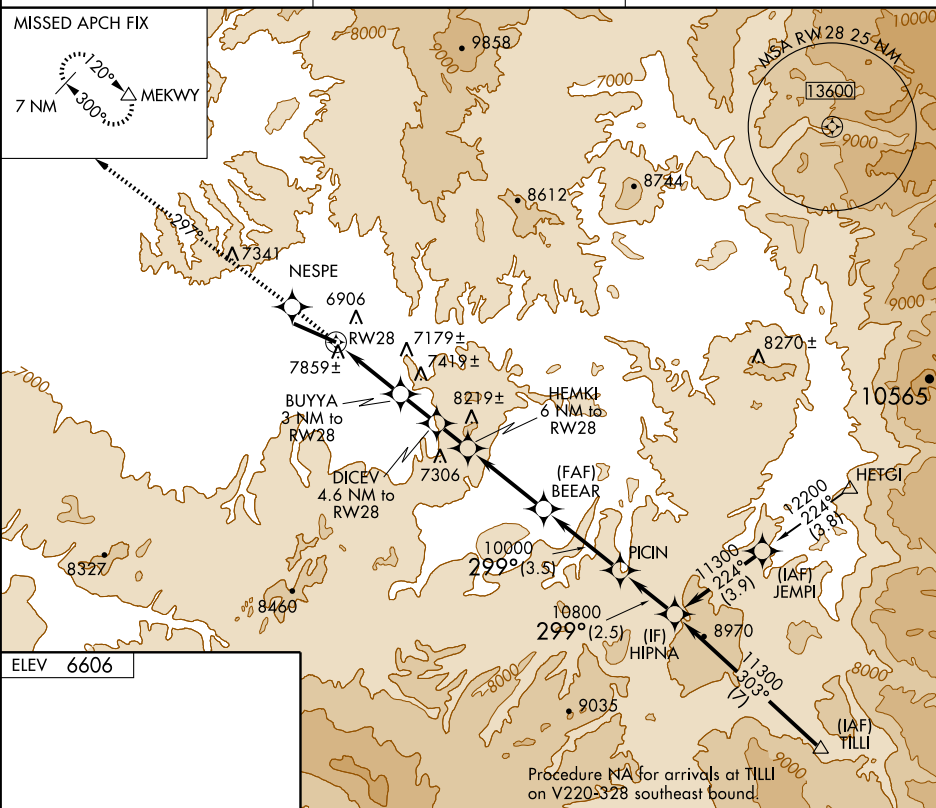
**MISSED APPROACH:** Climb to 10000 direct NESPE and on track 297° to MEKWY and hold.

AWOS-3  
**119.275**

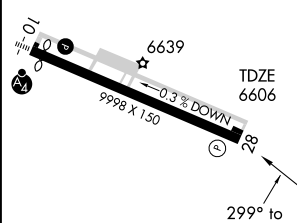
DENVER CENTER  
**120.475 235.975**

UNICOM  
**123.0 (CTAF) ①**

MISSED APCH FIX



ELEV 6606



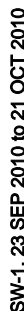
	10000	NESPE	MEKWY	HEMKI	BEEAR	PICIN	HIPNA	
	↑	trk 297°	△	6 NM to RW28				
			BUYYA 3 NM to RW28	DICEV 4.6 NM to RW28				
		1.5 NM to RW28	3.75° TCH 55'					
			7720	8320	10000	10800	11300	Procedure Turn NA
		1.5 NM	1.5 NM	1.6 NM	1.4 NM	3.5 NM	3.5 NM	2.5 NM
CATEGORY		A		B		C		D
LNAV MDA		7220-1 614 (700-1)		7220-1¾ 614 (700-1¾)		7220-1¾ 614 (700-1¾)		NA
CIRCLING		7220-1 614 (700-1)		7220-1¾ 614 (700-1¾)		7220-1¾ 614 (700-1¾)		7320-2¼ 714 (800-2¼)

REIL Rwy 28 ①  
HIRL Rwy 10-28 ①

HAYDEN/ YAMPA VALLEY (HDN)

**MISSED APPROACH:** Climb to 13400 direct REBYO and on track 061° to SONVE and on track 149° to TILLI and hold, continue climb-in-hold to 13400.

UNICOM  
123.0 (CTAF) **L**



HAYDEN/ YAMPA VALLEY (HDN)  
RNAV (GPS) Y RWY 10

APP CRS **104°**  
Rwy ldg **9489**  
TDZE **6591**  
Apt Elev **6606**

# RNAV (RNP) Z RWY 10

HAYDEN/ YAMPA VALLEY (HDN)

**GPS required**, for uncompensated Baro-VNAV systems, procedure NA below -25°C (-14°F) or above 36°C (97°F). Inoperative table does not apply. \*Missed approach requires minimum climb of 320 feet per NM to 9500.

MALSF

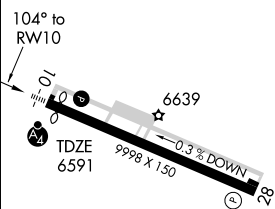
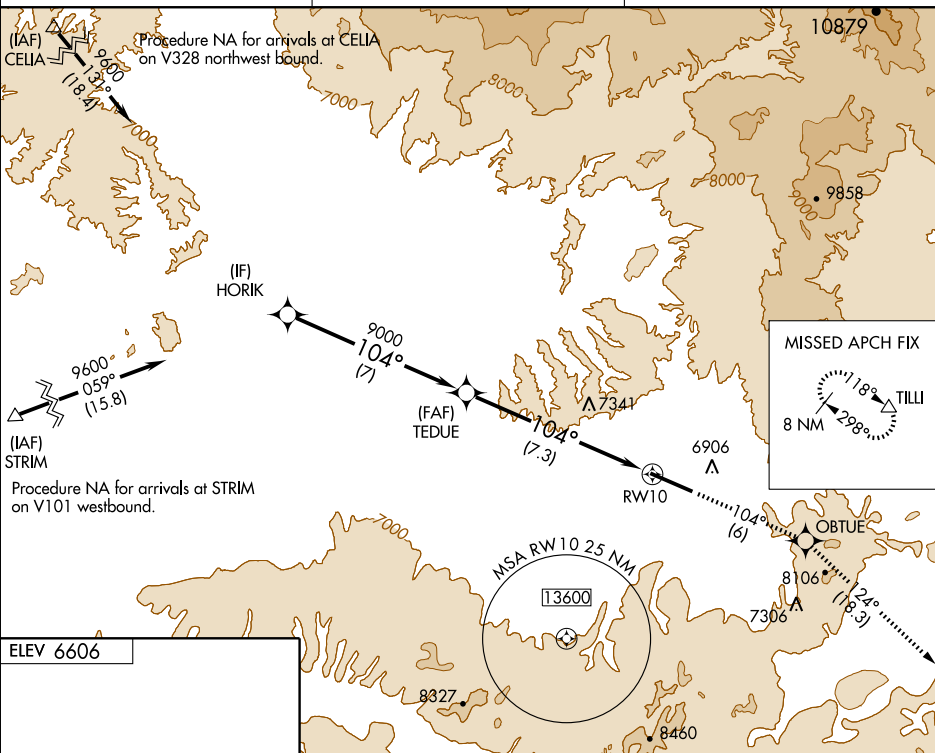


**MISSSED APPROACH:** Climb to 13400 on track 104° to OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13400.

AWOS-3  
**119.275**

DENVER CENTER  
**120.475 235.975**

UNICOM  
**123.0 (CTAF) 0**



REIL Rwy 28 **0**  
HIRL Rwy 10-28 **0**

HAYDEN/ YAMPA VALLEY (HDN)				
RNP (RNP) Z RWY 10				
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED				
CATEGORY	A	B	C	D
RNP 0.30 DA*	6913-1¼	322 (400-1¼)		NA
RNP 0.30 DA	7287-2¼	696 (700-2¼)		NA

VOR/DME CHE <b>115.6</b> Chan <b>103</b>	APP CRS <b>285°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>6602</b>
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# VOR/DME-B

HAYDEN/ YAMPA VALLEY (HDN)

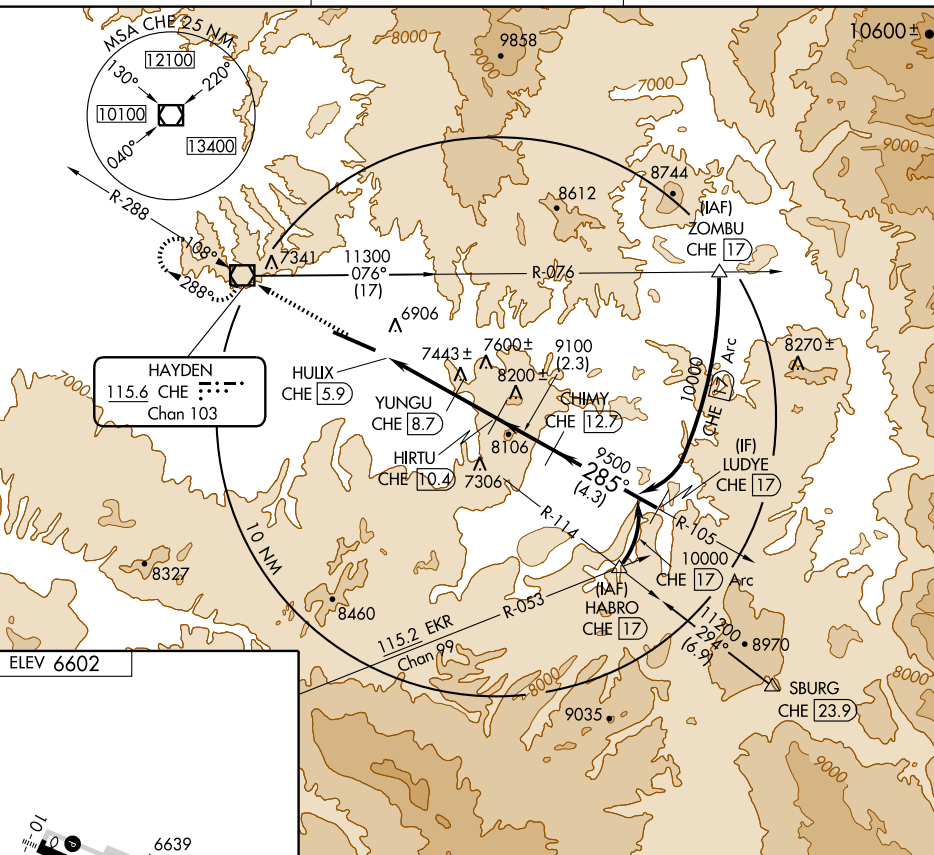
**▼** If local altimeter setting not received, use Craig-Moffat altimeter setting and increase all MDAs 100 feet.  
**▲** Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

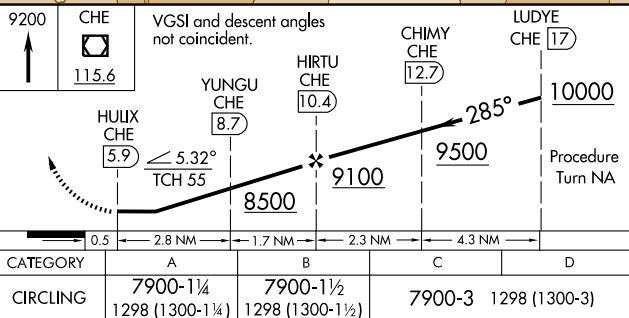
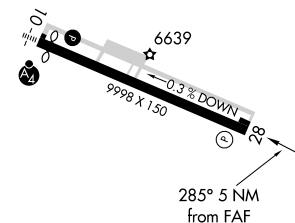
AWOS-3  
**119.275**

DENVER CENTER  
**120.475 235.975**

UNICOM  
**123.0 (CTAF) 0**



ELEV 6602



REIL Rwy 28 0  
HIRL Rwy 10-28 0

HAYDEN, COLORADO

Amdt 1 09183

HAYDEN/ YAMPA VALLEY (HDN)

40°29'N-107°13'W

# VOR/DME-B

**HOLLY** (KØ8) 1 S UTC-7(-6DT) N38°02.00' W102°07.03'

WICHITA

3390 **FUEL** 100LL NOTAM FILE DEN

**RWY 17-35:** 4140X40 (GRVL) LIRL (NSTD)

**RWY 17:** TRCV(TRIL)—GA 3.0°. Fence.

**RWY 35:** TRCV(TRIL)—GA 3.0°. Fence.

**AIRPORT REMARKS:** Attended on call. For attendant call town of Holly 719-537-6622 Lamar dispatch 719-336-3995. For fuel call town of Holly 719-537-6622. Lamar dispatch 719-336-3995. Rwy soft when wet. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 17-35 has +30' powerlines 800' north of rwy end 150' left and right of centerline. Rwy 17-35 has +4' fence 120' from centerline on both sides. Rwy 17-35 has NSTD edge lgts 30' from rwy edge, lgts at varying heights. **ACTIVATE LIRL** Rwy 17-35 and VASI Rwy 17 and 35—CTAF. TRIL Rlys 17 and 35 OTS indef. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**HOLYOKE** (HEQ) 1 SE UTC-7(-6DT) N40°34.17' W102°16.36'

CHEYENNE

3730 **B FUEL** 100LL NOTAM FILE DEN

H-5B, L-10E

**RWY 14-32:** H5000X75 (ASPH) S-12.5 MIRL

IAP

**RWY 14:** REIL. PAPI(P4L)—GA 3.0° TCH 40'.

**RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended irregularly. For fuel call 970-854-3300 or ctc 122.7. Geese on and invof rwy. **ACTIVATE MIRL** Rwy 14-32 and REIL Rwy 14 and Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (970) 854-3679.

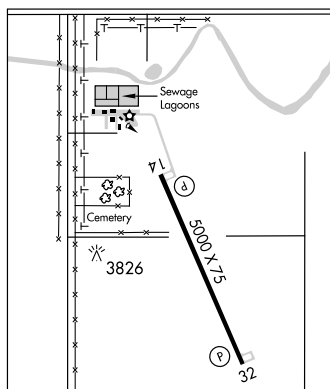
**COMMUNICATIONS:** CTAF/UNICOM 122.7

**DENVER CENTER APP/DEP CON** 118.475

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SNY.

**SIDNEY (H) VORTAC** 115.9 SNY Chan 106 N41°05.80'

W102°58.98' 121° 45.2 NM to fld. 4300/13E.



**HOPKINS FLD** (See NUCLA)

## HUDSON

**PLATTE VALLEY AIRPARK** (18V) 3 NW UTC-7(-6DT) N40°06.16' W104°42.07'

CHEYENNE

4965 **S2 FUEL** 100LL NOTAM FILE DEN

L-10F, A

**RWY 15-33:** H4100X40 (ASPH) LIRL

**RWY 33:** Ground.

**RWY 09-27:** 2500X90 (TURF-GRVL)

**RWY 09:** Ground.

**RWY 27:** Road.

**AIRPORT REMARKS:** Attended daylight hours. 24 hr credit card svc avbl. Rwy 09-27 has -3' ditch 45' north of rwy edge full length. Rwy 09 has a detention pond 110' left of centerline and 175' east of the thld. Twy intersects Rwy 09-27 midfield. **ACTIVATE LIRL** Rwy 15-33—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

**MILE HIGH (H) VORTACW** 114.7 DVV Chan 94 N39°53.68' W104°37.46' 333° 13.0 NM to fld. 5270/11E.

**HUGO** N38°49.05' W103°37.28' NOTAM FILE DEN.

WICHITA

(H) **VORTACW** 112.1 HGO Chan 58 344° 27.5 NM to Limon Muni. 5233/12E.

H-5A, L-10F

**IRONHORSE** N38°40.70' W104°45.20' NOTAM FILE FCS.

DENVER

**NDB (MHW)** 335 IHS at Butts AAF (Fort Carson). Unmonitored Jan 1 and Dec 25.

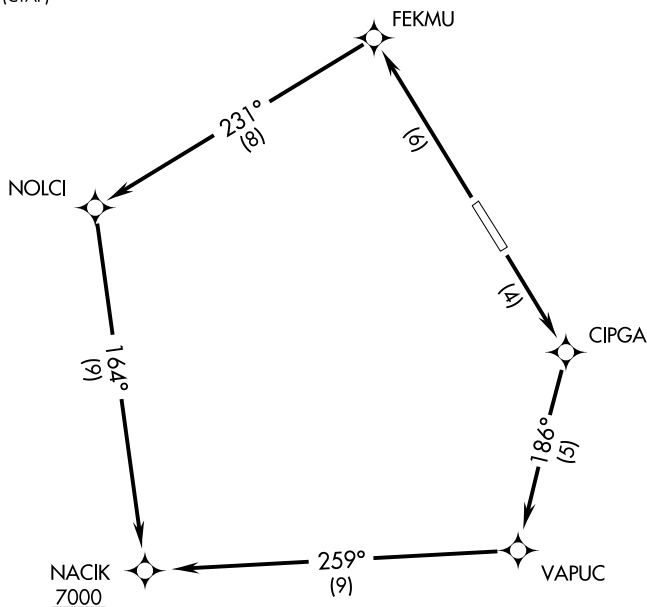
L-10F

**NDB unusable** 210°-300° bvd 20 NM blo 20,000'.

(HOLYO2.NACIK) 08269

SL-6634 (FAA)

## HOLYOKE TWO DEPARTURE (RNAV)

HOLYOKE (HEQ)  
HOLYOKE, COLORADOAWOS-3 119.275  
DENVER CENTER  
118.475 225.4  
UNICOM 122.7 (CTAF)

## TAKE-OFF MINIMUMS

Rwy 14, 32: Standard.

## TAKE-OFF OBSTACLE NOTES

Rwy 14: Trees 2012' from DER, 29' left of centerline, 100' AGL/3829' MSL.

Rwy 32: Trees 1009' from DER, 697' left of centerline, 100' AGL/3839' MSL.

NOTE: 1. GPS Required.  
2. RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb direct CIPGA, then via depicted route to cross NACIK at or above 7000.TAKE-OFF RUNWAY 32: Climb direct FEKMU, then via depicted route to cross NACIK at or above 7000.

HOLYOKE TWO DEPARTURE (RNAV)

(HOLYO2.NACIK) 08269

HOLYOKE, COLORADO  
HOLYOKE (HEQ)

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



APP CRS  
**141°**

Rwy Idg **5000**  
TDZE **3730**  
Apt Elev **3730**

# RNAV (GPS) RWY 14

HOLYOKE (HEQ)

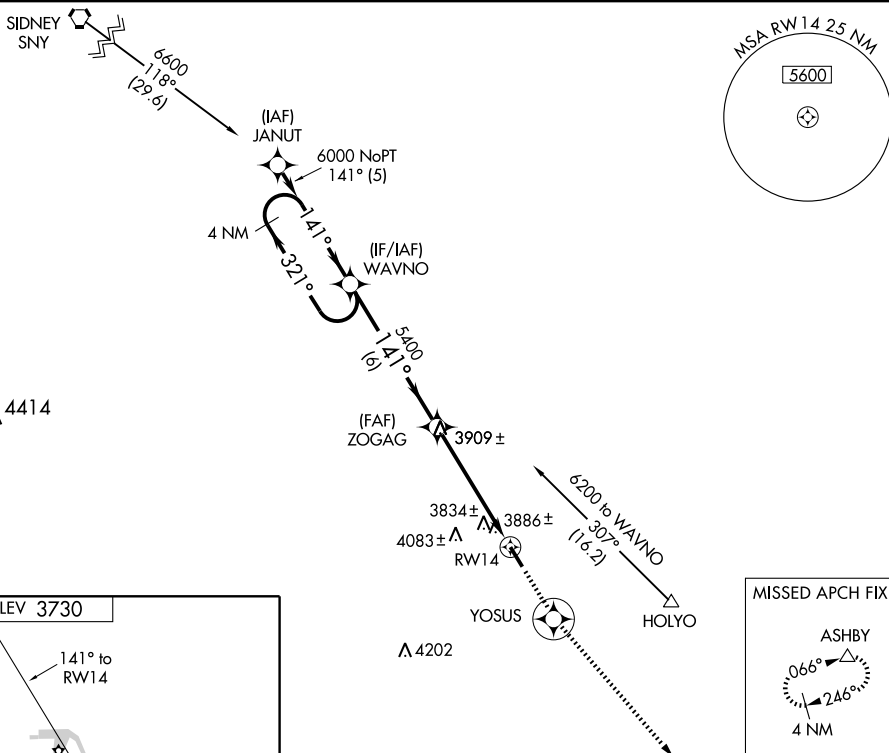
**▽** DME/DME RNP-0.3 NA.  
**△** NA When local altimeter setting not received, use Sidney Muni/  
Lloyd W. Carr Field altimeter setting and increase all MDAs 200 feet  
and increase LNAV Cat C/D visibility ½ mile, Circling Cat C  
visibility ½ mile and Circling Cat D visibility ¾ mile.  
VDP NA when using Sidney Muni/Lloyd W. Carr Field altimeter setting.

MISSED APPROACH: Climb to 6500 direct  
YOSUS and via 131° track to ASHBY and hold.

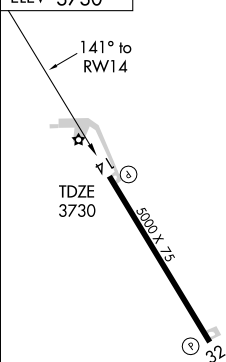
AWOS-3  
**119.275**

DENVER CENTER  
**118.475 225.4**

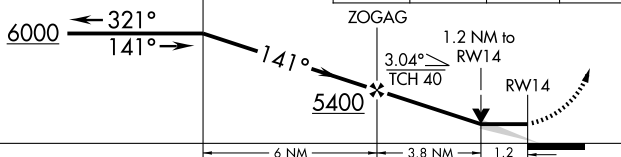
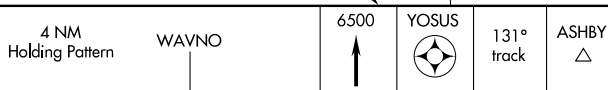
UNICOM  
**122.7 (CTAF) ①**



ELEV 3730



MIRL Rwy 14-32 ①  
REIL Rws 14 and 32 ①



CATEGORY	A	B	C	D
LNAV MDA	4160-1	430 (500-1)	4160-1¼ 430 (500-1¼)	4160-1½ 430 (500-1½)
CIRCLING	4200-1 470 (500-1)	4240-1 510 (600-1)	4240-1½ 510 (600-1½)	4400-2 670 (700-2)

APP CRS <b>321°</b>	Rwy ldg <b>5000</b>
	TDZE <b>3727</b>
	Apt Elev <b>3730</b>

# RNAV (GPS) RWY 32

## HOLYOKE (HEQ)

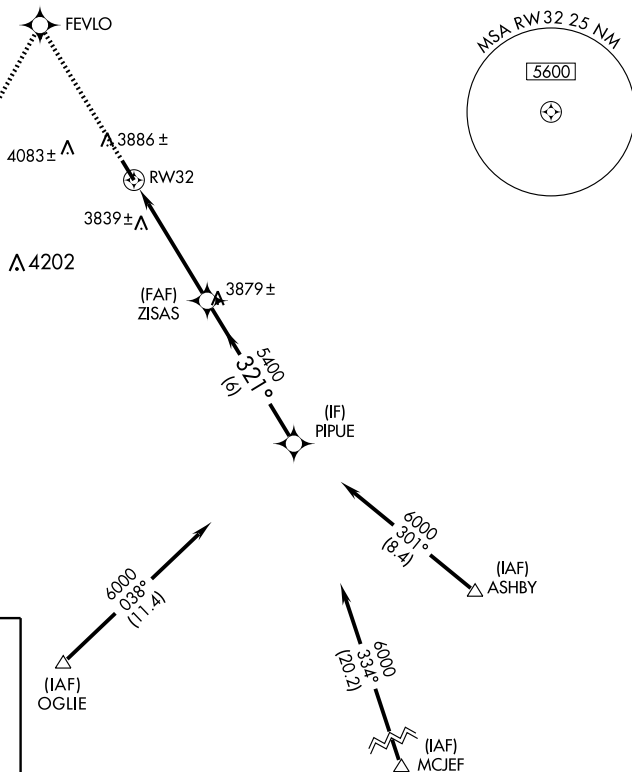
**NA** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sidney Muni / Lloyd W. Carr Field altimeter setting and increase all MDAs 200 feet and increase LNAV Cat. C/D visibility ½ mile, Circling Cat. B/C visibility ¼ mile and Circling Cat. D visibility ¾ mile. VDP NA when using Sidney Muni / Lloyd W. Carr Field altimeter setting.

**MISSED APPROACH:** Climb to 6500 direct FEVLO and left turn via 201° track to CITMU and hold.

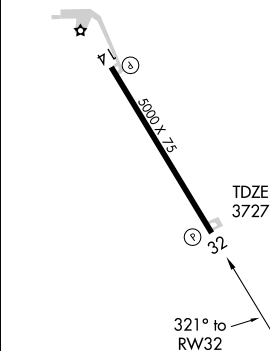
AWOS-3  
**119.275**

DENVER CENTER  
**118.475 225.4**

UNICOM  
**122.7 (CTAF)**



ELEV 3730



MIRL Rwy 14-32  
REIL Rws 14 and 32

HOLYOKE, COLORADO

Orig-A 09239

40°34'N-102°16'W

# RNAV (GPS) RWY 32

**JEFFCO** N39°54.78' W105°08.34' NOTAM FILE BJC

DENVER

(H) **VORW/DME** 115.4 BJC Chan 101 093° 1 NM to Rocky Mountain Metropolitan 5728/11E.

H-3E, 5A, L-10F, A

VOR portion unusable:

226°-245° byd 36 NM blo 17,000'

246°-278° byd 30 NM blo 19,000'

279°-300° byd 34 NM blo 18,000'

DME portion unusable:

246°-278° byd 30 NM

**JULESBURG MUNI** (7V8) 3 SW UTC-7(-6DT) N40°58.22' W102°18.92'

CHEYENNE

3495 B NOTAM FILE DEN

L-10G, 12G

**RWY 13-31:** H4100X60 (ASPH) S-12 MIRL

**RWY 13:** Thld displcd 284'. Antenna.

**AIRPORT REMARKS:** Unattended. For svc and assistance call Sheriffs office 303-474-3355. City Clerks Office after hours phone 970-474-2124. Wildlife on and invof arpt. Rwy 13-31 used for drag racing Apr-Sep. Rwy 13 has +4' fence 350' from displcd thld, +18' road 410' from displcd thld. 3' railing 112' north side of rwy, full length. Twy clsd use rwy for back taxi. MIRL Rwy 13-31 preset medium ints dusk-dawn.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SNY.

**SIDNEY (H) VORTAC** 115.9 SNY Chan 106 N41°05.80' W102°58.98' 091° 31.3 NM to fld. 4300/13E.

**KIT CARSON CO** (See BURLINGTON)

**KREMMLING** N40°00.16' W106°26.55' NOTAM FILE DEN.

CHEYENNE

(H) **VORW/DME** 113.8 RLG Chan 85 034° 4.6 NM to Mc Elroy Airfield. 9370/14E.

H-3E, 5A, L-9E, 11E

DME unusable 285°-305° byd 34 NM blo 16,300'

**RCO 122.3** (DENVER RADIO)

## KREMMLING

**MC ELROY AIRFIELD** (2ØV) 1 E UTC-7(-6DT) N40°03.22' W106°22.14'

CHEYENNE

7411 B S2 **FUEL** 100LL, JET A NOTAM FILE 20V

H-3F, 5A, L-9E, 11E

**RWY 09-27:** H5540X75 (ASPH) S-46, D-68 MIRL 0.3% up E

IAP

**RWY 09:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.

**RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Mountain. Rgt tfc.

**AIRPORT REMARKS:** Attended 1500-0030Z+. 24 hr fuel svc—credit card. Rwy 27 +8' wildlife fence parallel to rwy 270' left of centerline. Mountain terrain surrounds arpt. ACTIVATE MIRL Rwy 09-27 and PAPI and REIL Rwy 09 and Rwy 27—CTAF. Overngt tiedown fee.

**WEATHER DATA SOURCES:** AWOS-3 118.425 (970) 724-9659.

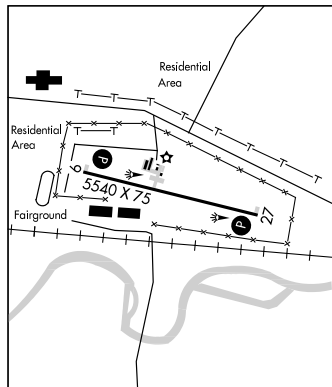
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**KREMMLING RCO 122.3** (DENVER RADIO)

**DENVER CENTER APP/DEP CON** 128.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

**KREMMLING (H) VORW/DME** 113.8 RLG Chan 85 N40°00.16' W106°26.55' 034° 4.6 NM to fld. 9370/14E.



APP CRS <b>272°</b>	Rwy Idg <b>5540</b>
	TDZE <b>7400</b>
	Apt Elev <b>7411</b>

## GPS RWY 27

KREMMLING/MC ELROY AIRFIELD (20V)

**V** Obtain local altimeter setting on UNICOM 122.8;  
**A NA** when not available, procedure not authorized.

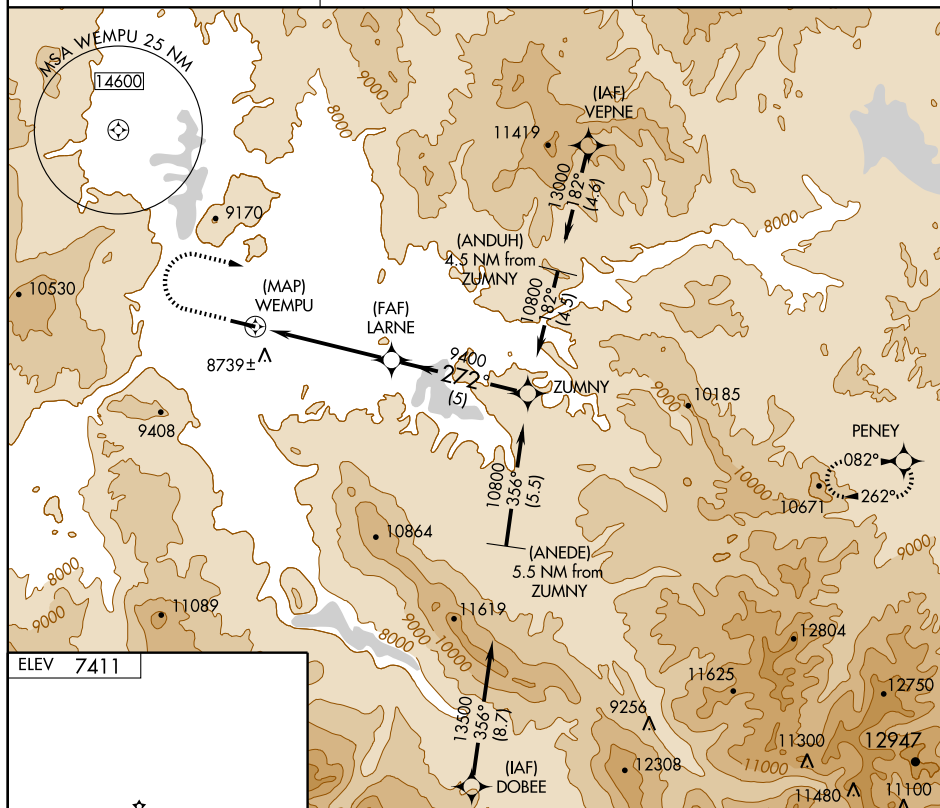
MISSED APPROACH: Climb to 9600 then climbing right  
 turn to 15500 direct PENEY WP and hold.

AWOS-3  
**118.425**

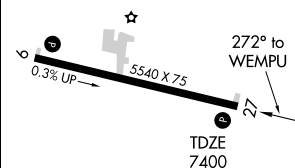
DENVER CENTER  
**128.65 282.2**

UNICOM  
**122.8 (CTAF) ①**

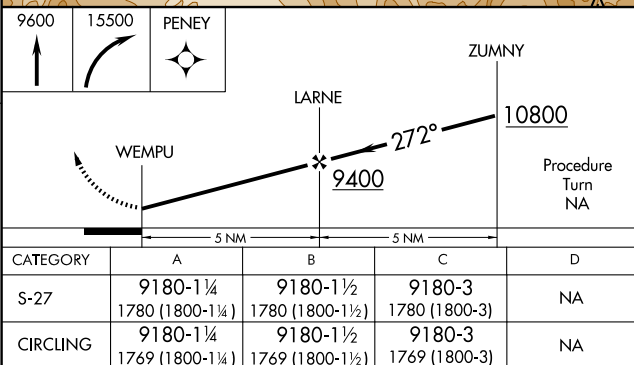
SW-1, 23 SEP 2010 to 21 OCT 2010



ELEV 7411




REIL Rwy 9 and 27 ①  
 MIRL Rwy 9-27 ①

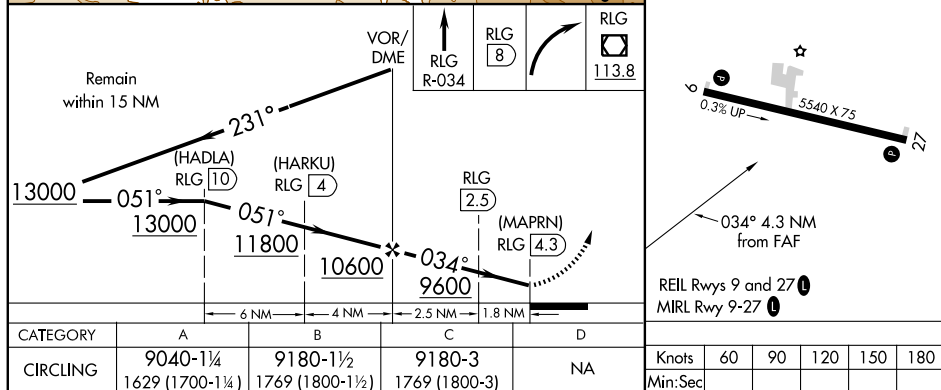
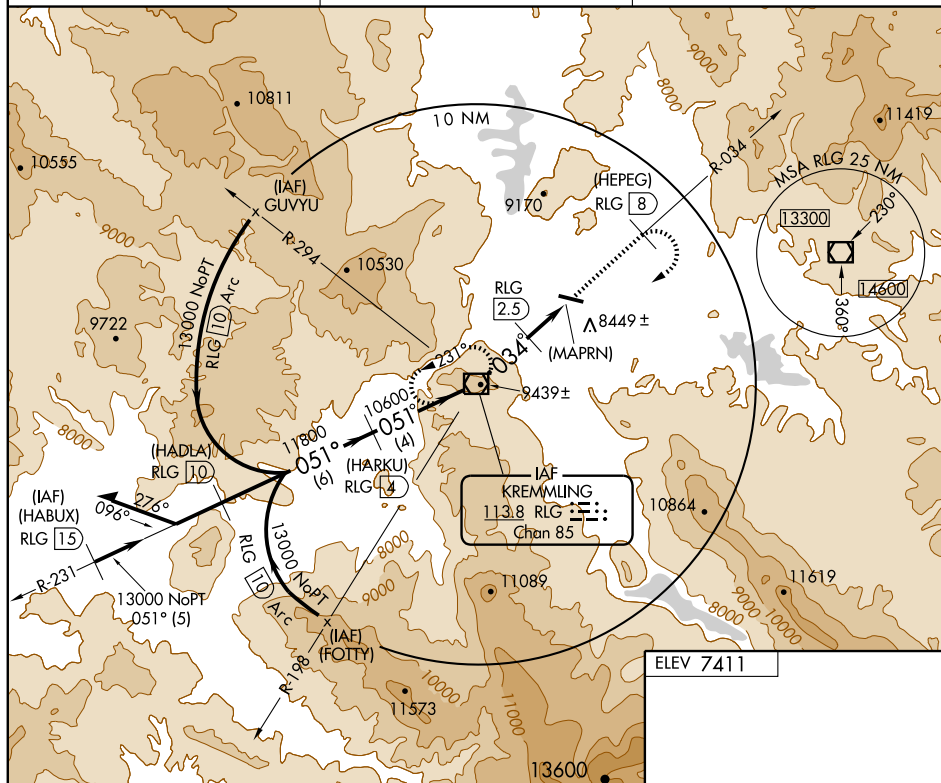


SW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME RLG <b>113.8</b> Chan <b>85</b>	APP CRS <b>034°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>7411</b>
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VOR/DME or GPS-A  
KREMMLING/MC ELROY AIRFIELD (20V)

 <b>NA</b>	Obtain local altimeter setting on CTAF; when not received procedure not authorized.		MISSED APPROACH: Climb to 8 DME via RLG R-034, then climbing right turn direct RLG VOR/DME. Continue climb to 13000 in holding pattern.
	<b>AWOS-3</b> <b>118.425</b>	<b>DENVER CENTER</b> <b>128.65 282.2</b>	<b>UNICOM</b> <b>122.8 (CTAF) 0</b>



**LA JUNTA MUNI** (LHX) 3 N UTC-7(-6DT) N38°03.00' W103°30.59'

4229 B **FUEL** 100LL, JET A NOTAM FILE LHX

**RWY 08-26:** H6849X75 (ASPH) S-30, D-50, 2D-90 MIRL

1.1% up W

**RWY 08:** REIL. VASI(V4L)—GA 3.0° TCH 45'.

**RWY 26:** REIL. PAPI(P2L)—GA 3.0° TCH 43'.

**RWY 12-30:** H5803X60 (ASPH-CONC) S-50, D-65, 2D-100

0.5% up NW

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z, Sat-Sun 1400-2300Z. Antelope on and invof arpt. Rwy 12-30 surface raveling with foreign object damage potential. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 12-30 has loose asph material in primary surface west side of rwy full length. Heavy Air Guard ops during summer months. Rwy 12-30 edge undefined, marked with orange flags. Heavy agricultural ops during summer months. Rwy 08 REIL OTS indef. Rwy 26 PAPI OTS indef. **ACTIVATE MIRL** Rwy 08-26, VASI Rwy 08, PAPI Rwy 26 and REIL Rwy 08 and Rwy 26—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** ASOS 135.525 (719) 384-5961.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

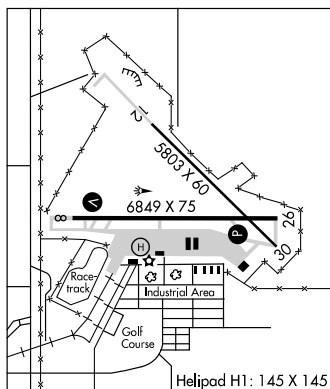
**RCO** 122.6 (DENVER RADIO)

**DENVER CENTER APP/DEP CON** 128.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAA.

**LAMAR (H) VORTAC** 116.9 LAA Chan 116 N38°11.83' W102°41.25' 245° 39.9 NM to fld. 3944/12E.

**HELIPAD H1:** H145X145 (ASPH)



## LAKE CO (See LEADVILLE)

**LAMAR MUNI** (LAA) 3 SW UTC-7(-6DT) N38°04.18' W102°41.31'

3706 B S4 **FUEL** 100LL, JET A OX 1, 3 ARFF Index Ltd. NOTAM FILE LAA

**RWY 18-36:** H6304X100 (CONC-GRVD) S-45, D-55, 2D-100 MIRL 0.4% up S

**RWY 18:** REIL. VASI(V4L)—GA 3.0° TCH 41'. Road.

**RWY 36:** REIL. PAPI (P4L). Hill.

**RWY 08-26:** H5001X60 (ASPH-PFC) S-35, D-50, 2D-95 MIRL

**RWY 08:** PAPI(P2L)—GA 3.0°. Road.

**RWY 26:** PAPI(P2L)—GA 3.0°. Fence.

**AIRPORT REMARKS:** Attended 1500-0100Z. For svc after hours phone 719-336-7701. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 18-36 now has distance remaining signs. Twr 500' AGL 4.5 mile SE unlighted. **ACTIVATE MIRL** Rwy 08-26 and Rwy 18-36—CTAF. NOTE: See Special Notices—Aerobatic Operations in Colorado. USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** ASOS 135.625 (719) 336-3854.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

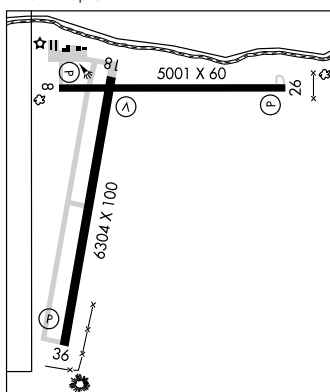
**RCO** 122.1R 116.9T (DENVER RADIO)

**DENVER CENTER APP/DEP CON** 133.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAA.

**(H) VORTAC** 116.9 LAA Chan 116 N38°11.83'

W102°41.25' 168° 7.6 NM to fld. 3944/12E.



**WICHITA**  
H-5A, L-10F  
IAP

WAAS CH <b>97613</b> <b>W08A</b>	APP CRS <b>081°</b>	Rwy Idg TDZE Apt Elev	<b>6849</b> <b>4229</b> <b>4229</b>
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**RNAV (GPS) RWY 8**

LA JUNTA MUNI (LHX)

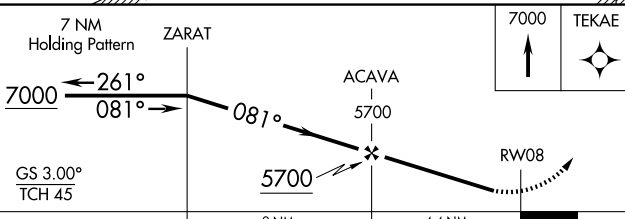
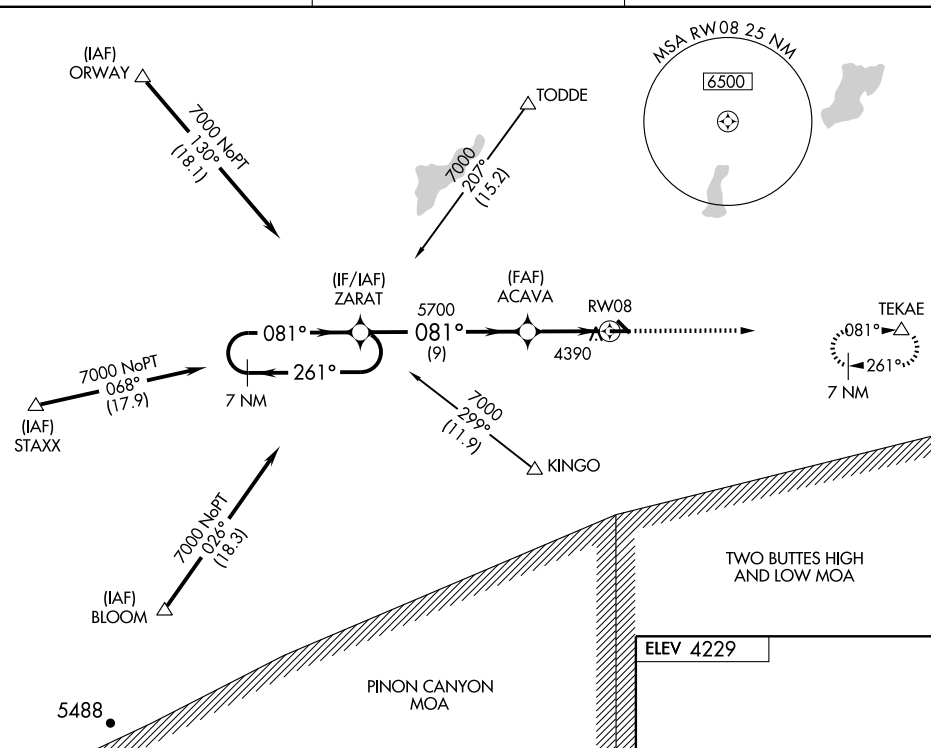
- ▼ Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA.
- ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibilities  $\frac{3}{4}$  mile.

**MISSED APPROACH:**  
Climb to 7000 direct  
TEKAE and hold.

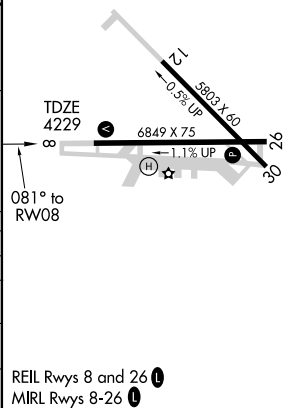
ASOS  
**135.525**

DENVER CENTER  
**128.375 379.95**

UNICOM  
**123.0 (CTAF) ①**



CATEGORY	A	B	C	D
LPV DA	4528-1		299 (300-1)	
LNAV/ VNAV DA	4738-1 $\frac{3}{4}$		509 (600-1 $\frac{3}{4}$ )	
LNAV MDA	4700-1 471 (500-1)		4700-1 $\frac{1}{4}$ 471 (500-1 $\frac{1}{4}$ )	4700-1 $\frac{1}{2}$ 471 (500-1 $\frac{1}{2}$ )
CIRCLING	4740-1 511 (600-1)		4740-1 $\frac{1}{2}$ 511 (600-1 $\frac{1}{2}$ )	4780-2 551 (600-2)



WAAS CH <b>93813</b> <b>W26A</b>	APP CRS <b>261°</b>	Rwy Idg <b>6849</b> TDZE <b>4188</b> Apt Elev <b>4229</b>
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**RNAV (GPS) RWY 26**

LA JUNTA MUNI (LHX)

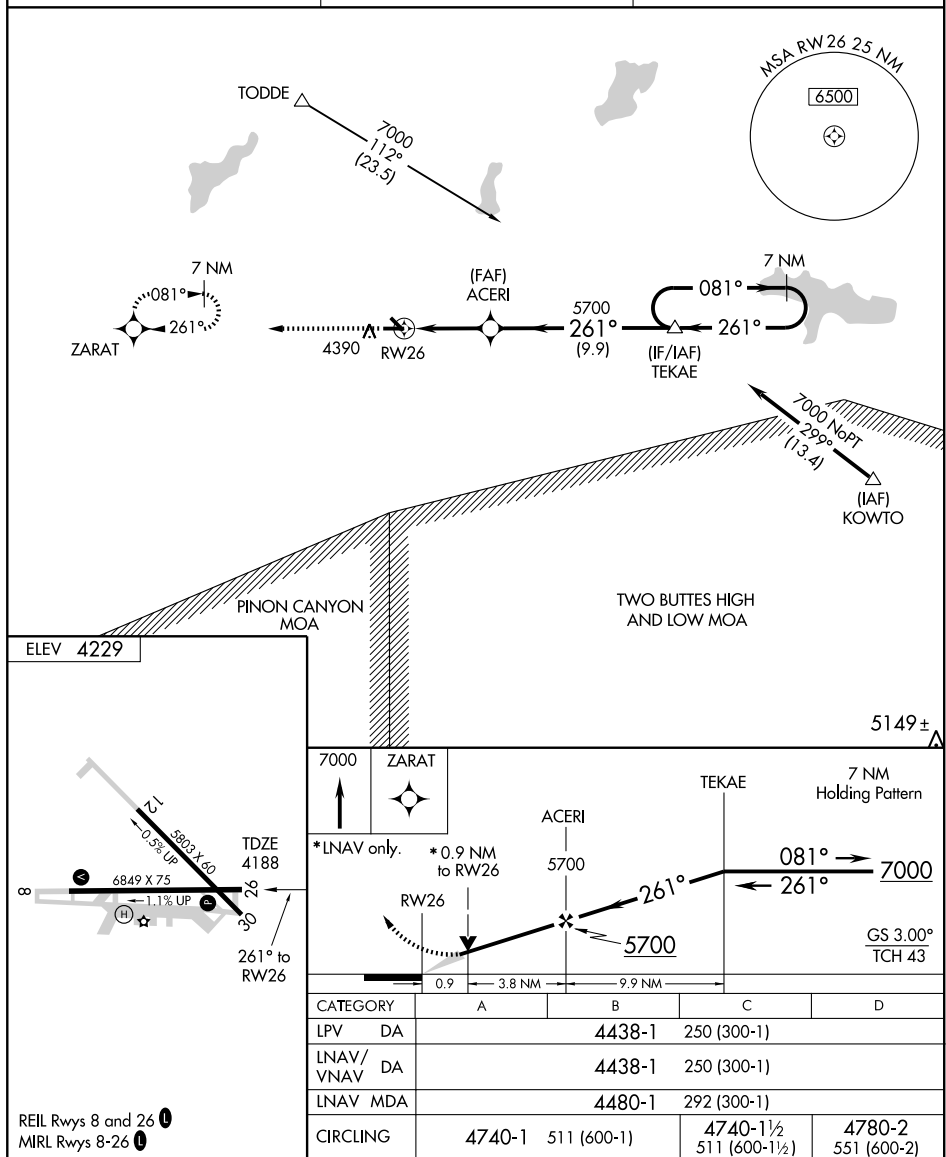
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibility ¾ mile.

**MISSED APPROACH:** Climb to 7000 direct ZARAT and hold.

ASOS  
**135.525**

DENVER CENTER  
**128.375 379.95**

UNICOM  
**123.0 (CTAF) 0**



SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



**LA JUNTA MUNI** (LHX) 3 N UTC-7(-6DT) N38°03.00' W103°30.59'

4229 B **FUEL** 100LL, JET A NOTAM FILE LHX

**RWY 08-26:** H6849X75 (ASPH) S-30, D-50, 2D-90 MIRL

1.1% up W

**RWY 08:** REIL. VASI(V4L)—GA 3.0° TCH 45'.

**RWY 26:** REIL. PAPI(P2L)—GA 3.0° TCH 43'.

**RWY 12-30:** H5803X60 (ASPH-CONC) S-50, D-65, 2D-100

0.5% up NW

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z, Sat-Sun 1400-2300Z. Antelope on and invof arpt. Rwy 12-30 surface raveling with foreign object damage potential. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 12-30 has loose asph material in primary surface west side of rwy full length. Heavy Air Guard ops during summer months. Rwy 12-30 edge undefined, marked with orange flags. Heavy agricultural ops during summer months. Rwy 08 REIL OTS indef. Rwy 26 PAPI OTS indef. **ACTIVATE MIRL** Rwy 08-26, VASI Rwy 08, PAPI Rwy 26 and REIL Rwy 08 and Rwy 26—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** ASOS 135.525 (719) 384-5961.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

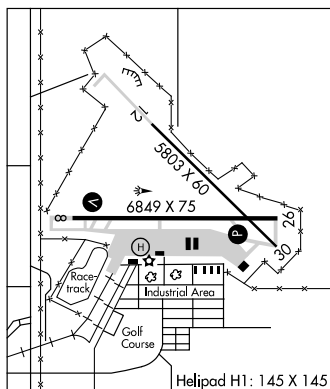
**RCO** 122.6 (DENVER RADIO)

**DENVER CENTER APP/DEP CON** 128.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAA.

**LAMAR (H) VORTAC** 116.9 LAA Chan 116 N38°11.83' W102°41.25' 245° 39.9 NM to fld. 3944/12E.

**HELIPAD H1:** H145X145 (ASPH)



## LAKE CO (See LEADVILLE)

**LAMAR MUNI** (LAA) 3 SW UTC-7(-6DT) N38°04.18' W102°41.31'

3706 B S4 **FUEL** 100LL, JET A OX 1, 3 ARFF Index Ltd. NOTAM FILE LAA

**RWY 18-36:** H6304X100 (CONC-GRVD) S-45, D-55, 2D-100 MIRL 0.4% up S

**RWY 18:** REIL. VASI(V4L)—GA 3.0° TCH 41'. Road.

**RWY 36:** REIL. PAPI (P4L). Hill.

**RWY 08-26:** H5001X60 (ASPH-PFC) S-35, D-50, 2D-95 MIRL

**RWY 08:** PAPI(P2L)—GA 3.0°. Road.

**RWY 26:** PAPI(P2L)—GA 3.0°. Fence.

**AIRPORT REMARKS:** Attended 1500-0100Z. For svc after hours phone 719-336-7701. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 18-36 now has distance remaining signs. Twr 500' AGL 4.5 mile SE unlighted. **ACTIVATE MIRL** Rwy 08-26 and Rwy 18-36—CTAF. NOTE: See Special Notices—Aerobatic Operations in Colorado. USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** ASOS 135.625 (719) 336-3854.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

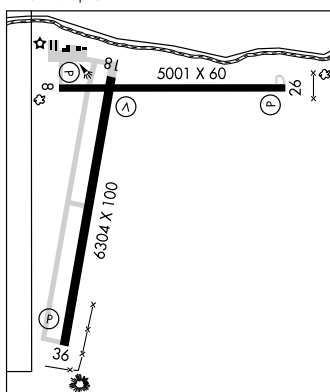
**RCO** 122.1R 116.9T (DENVER RADIO)

**DENVER CENTER APP/DEP CON** 133.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAA.

**(H) VORTAC** 116.9 LAA Chan 116 N38°11.83'

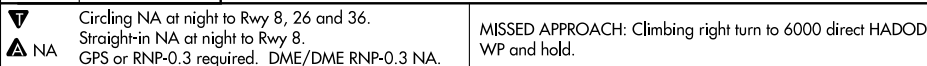
W102°41.25' 168° 7.6 NM to fld. 3944/12E.



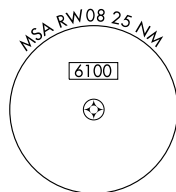
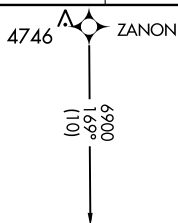
**WICHITA**  
H-5A, L-10F  
IAP

APP CRS  
079°

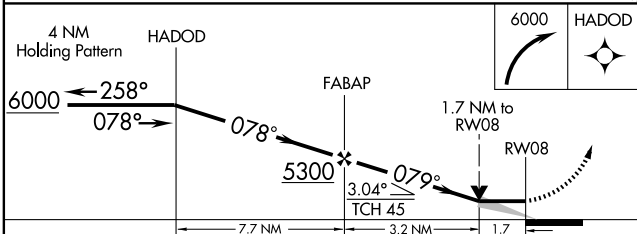
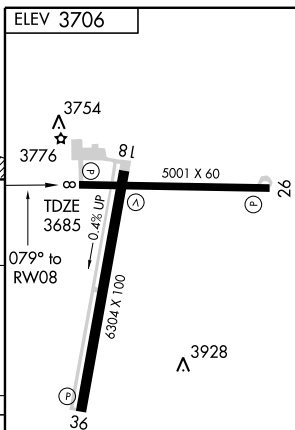
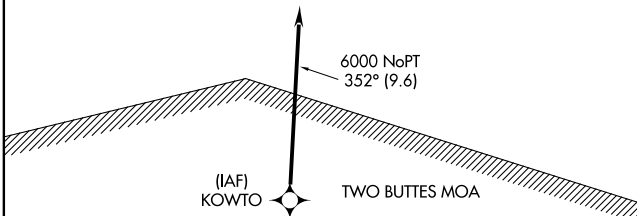
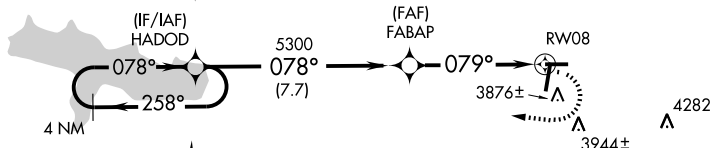
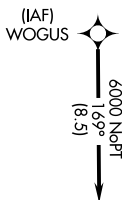
Rwy Idg	<b>5001</b>
TDZE	<b>3685</b>
Apt Elev	<b>3706</b>

RNAV (GPS) RWY 8  
LAMAR MUNI (LAA)ASOS  
135.625

DENVER CENTER  
133.4 377.175

UNICOM  
122.8 (CTAF) **L**

Procedure NA for arrival at ZANON WP on V263 westbound.



CATEGORY	A	B	C	D
LNAV MDA	4280-1	595 (600-1)	4280-1½ 595 (600-1½)	4280-1¾ 595 (600-1¾)
CIRCLING	4420-1	714 (800-1)	4420-2 714 (800-2)	4420-2½ 714 (800-2½)

REIL Rwy 18 and 36  
MIRL Rwy 8-26 and 18-36 **L**

WAAS CH <b>86613</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>6304</b> <b>3695</b> <b>3706</b>
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# RNAV (GPS) RWY 18

LAMAR MUNI (LAA)

**⚠** Circling to Rwy 8, 26 and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using La Junta altimeter setting. When local altimeter setting not received, use La Junta altimeter setting and increase all DA 163 feet and all MDA 180 feet, increase LPV, LNAV/VNAV visibility all Cats ½ mile; increase LNAV visibility Cat C/D ½ mile, increase Circling visibility Cat A/B ¼ mile, Cat C/D ½ mile.

MISSED APPROACH: Climb to 6200 direct IHIYO and hold.

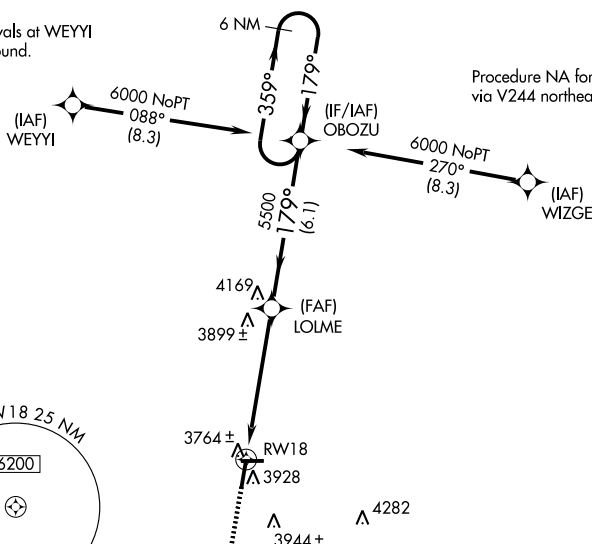
ASOS  
**135.625**

DENVER CENTER  
**133.4 377.175**

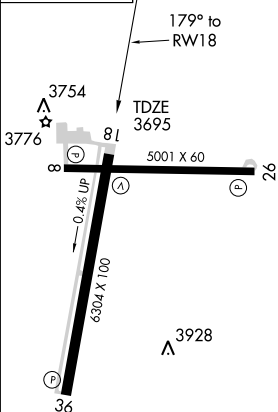
UNICOM  
**122.8 (CTAF) 1**

Procedure NA for arrivals at WEYYI  
via V263 northwest bound.

Procedure NA for arrivals at WIZGE  
via V244 northeast bound.



ELEV 3706



REIL Rwy 18 and 36  
MIRL Rws 8-26 and 18-36 1

6200		OBOZU		6 NM Holding Pattern	
IHIYO		LOLME		RWY 18	
6200		5500		6000	
179°		179°		359°	
5.5 NM		6.1 NM		GS 3.00° TCH 41	
CATEGORY	A	B	C	D	
LPV DA	3945-1 250 (300-1)				
LNAV/VNAV DA	4014-1¼ 319 (400-1¼)				
LNAV MDA	4160-1	465 (500-1)	4160-1¼ 465 (500-1¼)	4160-1½ 465 (500-1½)	
CIRCLING	4420-1	714 (800-1)	4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)	

APP CRS **259°**  
 Rwy Idg **5001**  
 TDZE **3689**  
 Apt Elev **3706**

# RNAV (GPS) RWY 26

LAMAR MUNI (L.A.A.)

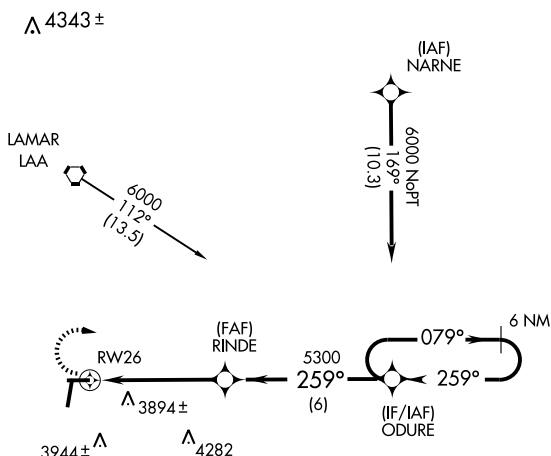
**▽** Circling NA at night to Rwy 26, 8, and 36.  
**△** NA Straight in NA at night to Rwy 26.  
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct ODURE WP and hold.

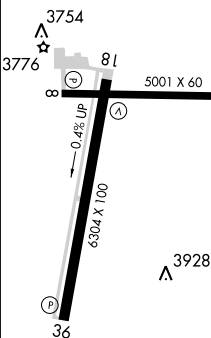
ASOS  
**135.625**

DENVER CENTER  
**133.4 377.175**

UNICOM  
**122.8 (CTAF) 1**

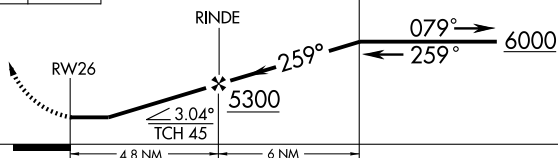
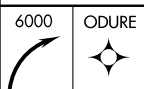


ELEV **3706**



REIL Rwy 18 and 36  
 MIRL Rwy 8-26 and 18-36 1

TWO BUTTES MOA



CATEGORY	A	B	C	D
LNAV MDA	4180-1 491 (500-1)		4180-1½ 491 (500-1½)	4180-1½ 491 (500-1½)
CIRCLING	4420-1 714 (800-1)		4420-2 714 (800-2)	4420-2½ 714 (800-2½)

WAAS Chan <b>99400</b> W36A	APP CRS <b>359°</b>	Rwy Idg TDZE <b>3706</b> Apt Elev <b>3706</b>
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# RNAV (GPS) RWY 36

LAMAR MUNI (LAA)

- ▼ DME/DME RNP-0.3 NA.
- ▲ Baro-VNAV NA below -22°C (-7°F).
- Straight-in minimums NA at night.
- Circling to Rwy 36, 8, and 26 NA at night.

MISSED APPROACH: Climb to 6000 direct LOVIY then left turn via 347° track to LAA VORTAC and hold.

ASOS  
**135.625**

DENVER CENTER  
**133.4 377.175**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrival at WIZGE on V244 northeastbound.



LOVIY

RW36  
3742±

△ 3944 ±

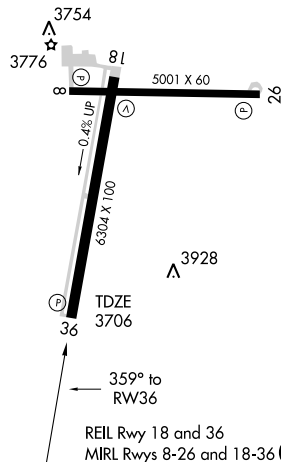
△ 4282

(FAF)  
LAMZY

MSA RW36 25 NM  
6100

KOWTO  
TWO BUTTES  
HIGH & LOW MOA  
6200 094° (11.5)

ELEV 3706



8 NM  
Holding Pattern

IHIYO

6000

LOVIY

LAA

6200

179°

359°

359°

5700

6 NM

6 NM

GS 3.00°  
TCH 50

6 NM

6 NM

6 NM

CATEGORY

A

B

C

D

LPV DA

3956-1 250 (300-1)

LNAV/ VNAV

4250-2 544 (600-2)

LNAV MDA

4380-1 674 (700-1)

4380-2 674 (700-2)

4380-2 1/4 674 (700-2 1/4)

CIRCLING

4420-2 714 (800-2)

4420-2 1/4 714 (800-2 1/4)

VGSI and RNAV glidepath not coincident.

RW36

VORTAC LAA	APP CRS	Rwy Idg	<b>6304</b>
<b>116.9</b>	<b>350°</b>	TDZE	<b>3706</b>
Chan <b>116</b>		Apt Elev	<b>3706</b>

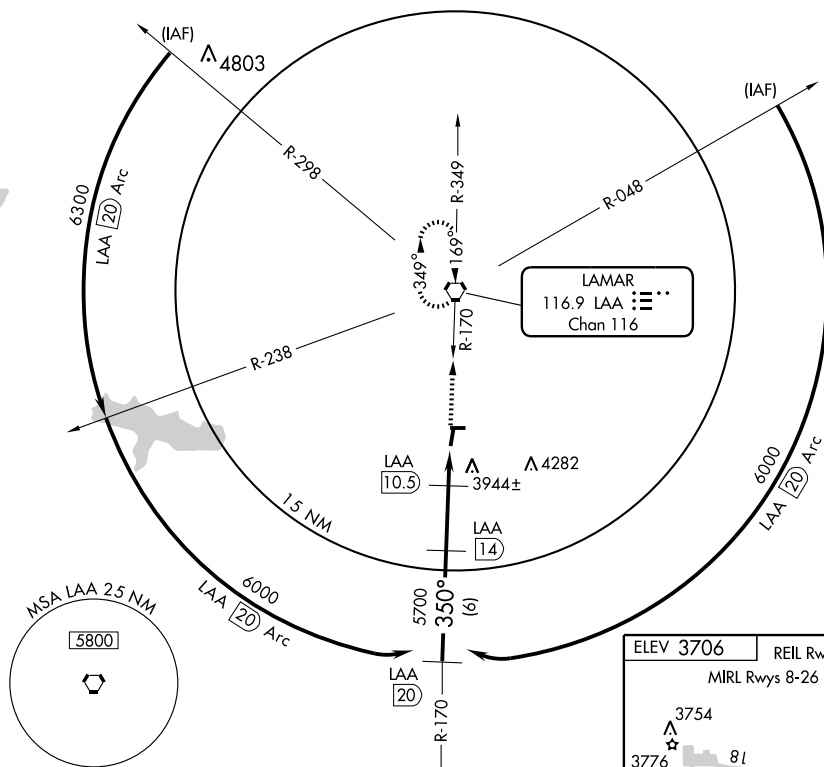
VOR/DME RWY 36  
LAMAR MUNI (LAA)

▼ Procedure NA at night.

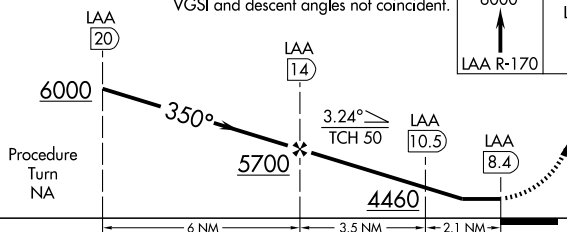
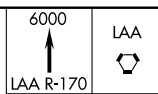
**MISSED APPROACH:** Climb to 6000 via LAA R-170 to LAA VORTAC and hold.

ASOS  
135,625

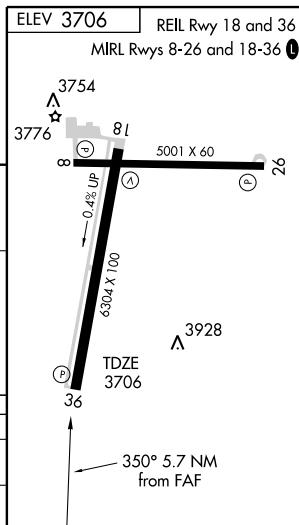
DENVER CENTER  
133.4 377.175

UNICOM  
122.8 (CTAF) **L**

VGS1 and descent angles not coincident.



CATEGORY	A	B	C	D
S-36	4200-1 496 (500-1)		4200-1¼ 496 (500-1¼)	4200-1½ 496 (500-1½)
CIRCLING	4420-1 714 (800-1)	4420-1 714 (800-1)	4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)



LAMAR, COLORADO  
Amdt 1B 01JUL10

38°04'N-102°41'W

LAMAR MUNI (LAA)  
VOR/DME RWY 36

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

VORTAC LAA <b>116.9</b> Chan <b>116</b>	APP CRS <b>169°</b>	Rwy Idg TDZE Apt Elev	<b>6304</b> <b>3695</b> <b>3706</b>
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# VOR RWY 18

LAMAR MUNI (LAA)

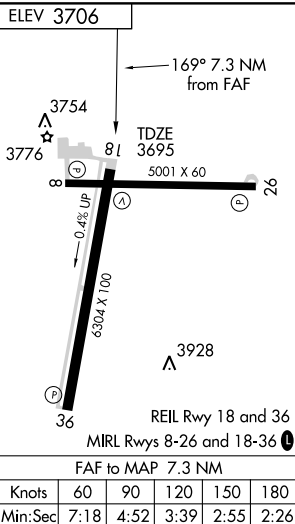
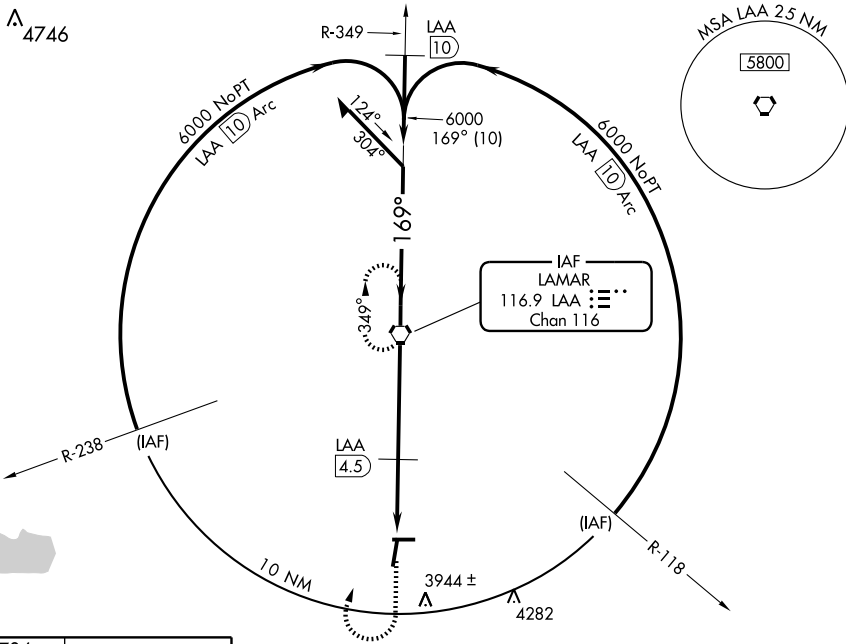
**V**  
**A** Procedure NA at night.

MISSED APPROACH: Climb to 4200, then climbing right turn to 6000 direct LAA VORTAC and hold.

ASOS  
**135.625**

DENVER CENTER  
**133.4 377.175**

UNICOM  
**122.8** (CTAF) **0**



<div> <div>4200</div> <div>6000</div> <div>LAA</div> </div>				
<div> <div>349°</div> <div>169°</div> <div>6000</div> </div>				
<div> <div>2.8 NM</div> <div>4.5 NM</div> </div>				
CATEGORY	A	B	C	D
S-18	4540-1 847 (900-1)	4540-1¼ 847 (900-1¼)	4540-2½ 847 (900-2½)	4540-2¾ 847 (900-2¾)
CIRCLING	4540-1 836 (900-1)	4540-1¼ 836 (900-1¼)	4540-2½ 836 (900-2½)	4540-2¾ 836 (900-2¾)
DME MINIMA				
S-18	4260-1 565 (600-1)	4260-1½ 565 (600-1½)	4260-1¾ 565 (600-1¾)	
CIRCLING	4420-1 714 (800-1)	4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)	

# LAS ANIMAS

CITY OF LAS ANIMAS—BENT COUNTY (V79) 1 S UTC-7(-6DT) N38°03.24' W103°14.31'

WICHITA  
L-10F

3915 S4 NOTAM FILE DEN

RWY 08-26: H3870X40 (ASP) S-5

RWY 08: Fence. RWY 26: Road.

**AIRPORT REMARKS:** Attended Monday-Saturday 1500-0000Z. Be alert, intensive USAF student training in vol Colorado Springs and Pueblo Colorado. Rwy 26 has +30' poles 105' from thld 210' left of extd rwy centerline, +15' tank 321' from rwy end 270' right of centerline. Thld lghts NSTD; three lghts each end. Thld lghts OTS indef. Rwy 08 thld lghts 23' from thld. Rwy 26 thld lghts 12' from thld. Rwy 08 numbers located 216' from pavement end, Rwy 08-26 numbers smaller than standard, no centerline markings. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAA.

LAMAR (H) VORTAC 116.9 LAA Chan 116 N38°11.83' W102°41.25' 240° 27.5 NM to fld. 3944/12E.

# LA VETA

CUCHARA VALLEY AT LA VETA (Ø7V) 1 N UTC-7(-6DT) N37°31.43' W105°00.56'

DENVER  
H-5A, L-10F, 15A

7153 B FUEL 100LL, JET A NOTAM FILE DEN

RWY 06-24: H5798X60 (ASP) MIRL (NSTD)

RWY 06: Thld dspcd 250'. RWY 24: Thld dspcd 198'. Fence.

**AIRPORT REMARKS:** Attended on call. For attendant call 719-742-3291 or 3747. Wildlife on and in vol Rwy 06-24, higher occurrence during Jun-Oct. Be alert, intensive USAF student training in vol Colorado Springs and Pueblo Colorado. Rwy 06-24 has severe cracking on ramp and rwy. NSTD MRL, Rwy 06 first 96' unlighted, Rwy 24 first 92' unlighted. ACTIVATE MRL Rwy 06-24—122.7. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALS.

ALAMOSA (H) VORTACW 113.9 ALS Chan 86 N37°20.95' W105°48.93' 062° 39.9 NM to fld. 7535/13E.

LA VETA PASS VTP N37°30.72' W105°10.23'/10216.

AWOS-3 119.925 719-587-3120.

DENVER  
L-10F, 15A

LEACH (See CENTER)

# LEADVILLE

LAKE CO (LVX) 2 SW UTC-7(-6DT) N39°13.22' W106°19.00'

DENVER  
H-3F, 5A, L-9E  
IAP

9927 B FUEL 100LL, JET A NOTAM FILE LVX

RWY 16-34: H6400X75 (ASP) S-20, D-20 MRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 45'. Rgt tfc.

RWY 34: PAPI(P2L)—GA 3.0° TCH 45'.

**AIRPORT REMARKS:** Attended May-Oct 1430-0100Z, Nov-Apr 1500-0000Z. For svc after hrs call sheriff dispatch 719-486-1249. Rwy 34 has +50' power lines 750' from right of threshold. All taxiways and new ramp area marked with blue and white reflectors. Twy turnoff have lghts and blue reflectors. PPR for svc after hours call 719-293-5110. ACTIVATE MRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.375 (719) 486-2735.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 119.85

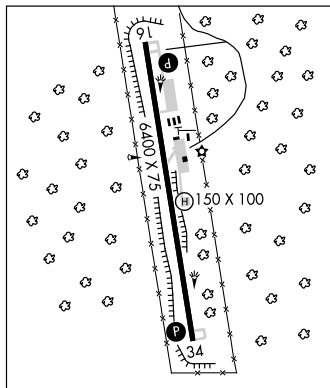
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

RED TABLE (H) VORW/DME 113.0 DBL Chan 77 N39°26.36'

W106°53.68' 104° 29.9 NM to fld. 11800/12E.

HELIPAD H1: H150X100 (CONC)

**HELIPORT REMARKS:** Rwy H1 has 6-8 inch lip all around edges, concrete has longitudinal and corner cracking. Edge falling apart. Rwy H1 has 20' to 30' trees 90' east of pad.





# DAVVY ONE DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER  
119.85 363.15

DAVVY



343°  
(17)

LOWI

(3)

- NOTE: GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.

## TAKE-OFF MINIMUMS

- Rwy 34: Standard with minimum climb of 364' per NM to 13500.
- Rwy 16: NA, ATC.

## TAKE-OFF OBSTACLE NOTES

- Multiple trees beginning 71' from DER, 378' right of centerline, up to 100' AGL/10042' MSL.
- Tree 37' from DER, 140' left of centerline, 100' AGL/10019 MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 16000 direct LOWI and via 343° track to DAVVY.  
Then via assigned route.

# DAVVY ONE DEPARTURE (RNAV) (OBSTACLE)

APP CRS	Rwy Idg	<b>6400</b>
<b>161°</b>	TDZE	<b>9928</b>
	Apt Elev	<b>9928</b>

**GPS RWY 16**

LEADVILLE/ LAKE COUNTY (LXV)

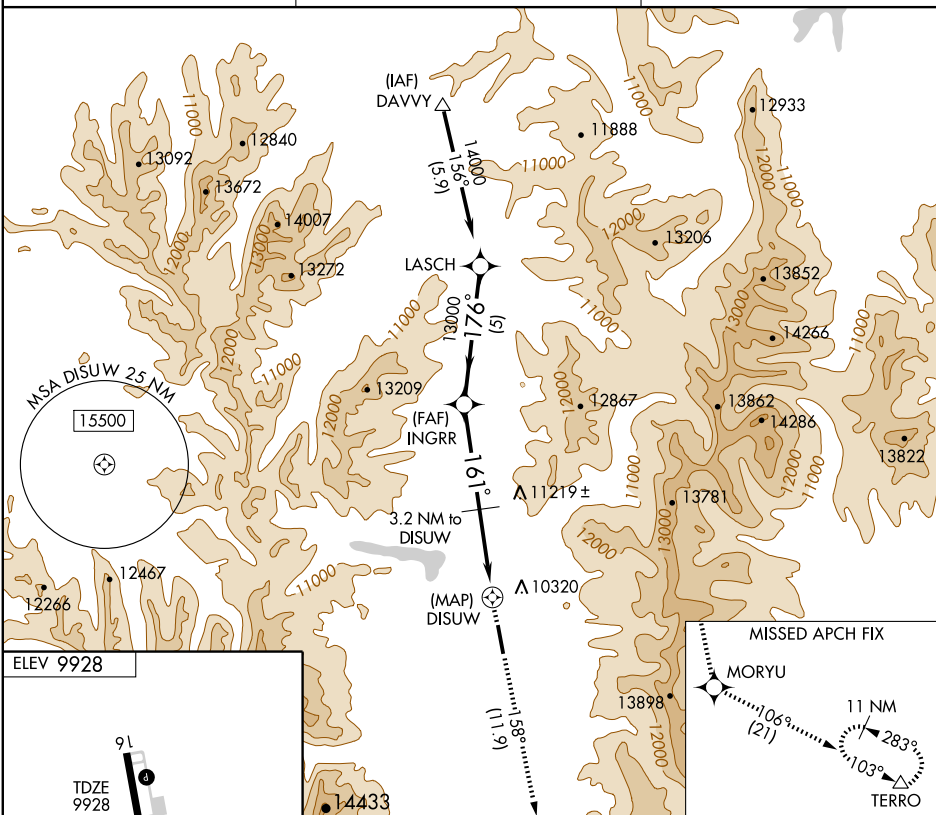


MISSED APPROACH: Climb to 16000 via 158° course to MORYU WP, then via 106° course to TERRO WP and hold.

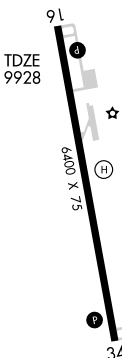
ASOS  
**118.375**

DENVER CENTER  
**119.85 363.15**

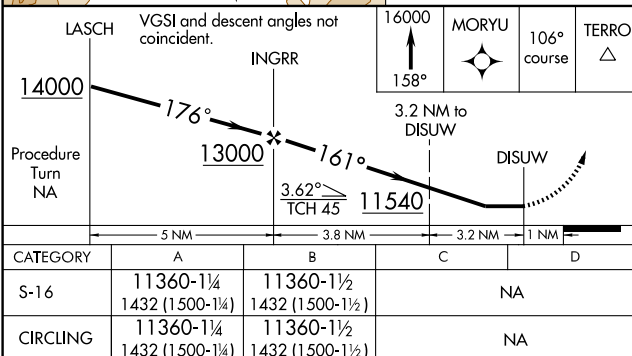
UNICOM  
**122.8 (CTAF) 0**

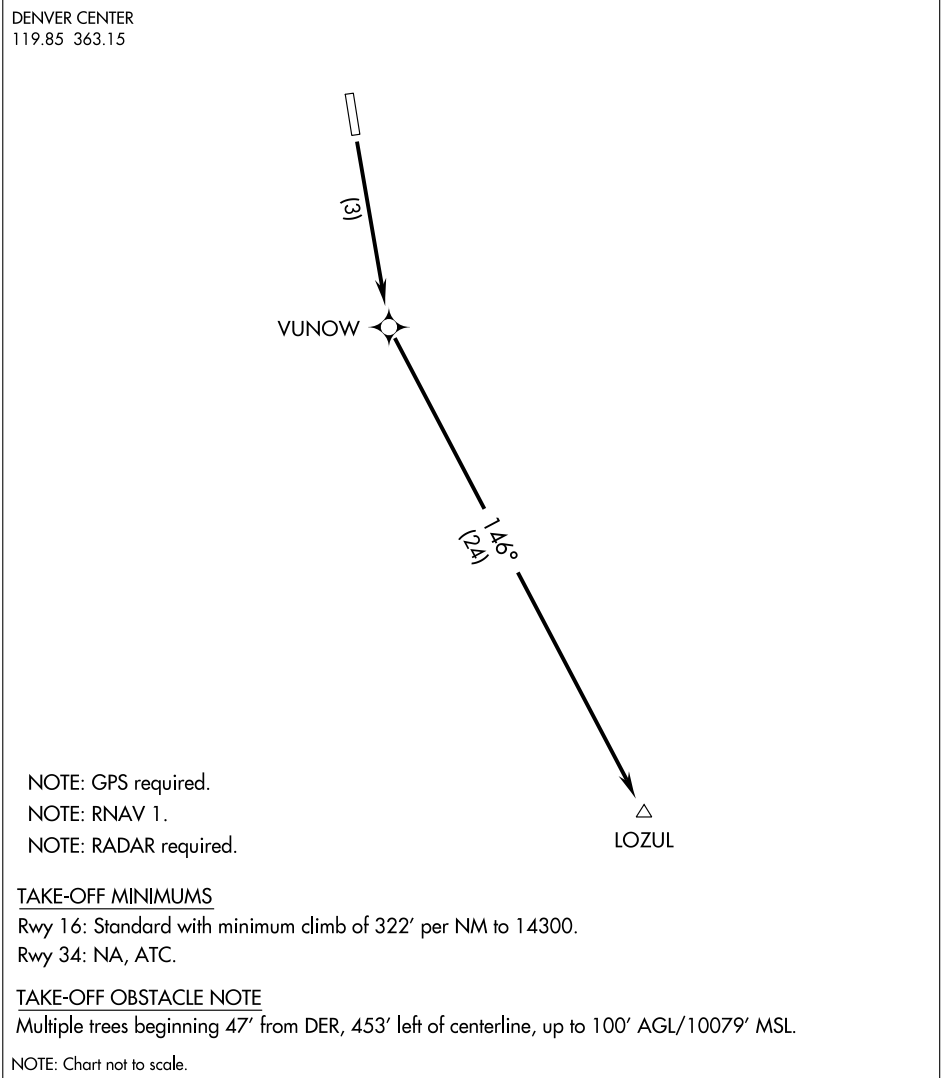


ELEV 9928



MIRL Rwy 16-34 0





▼

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 16200' direct VUNOW and via 146° track to LOZUL. Then via assigned route.

**LIMON MUNI** (LIC) 1 NE UTC-7(-6DT) N39°16.49' W103°39.95'

WICHITA

5374 B S2 FUEL 100LL NOTAM FILE LIC

L-10F

RWY 16-34: H4700X60 (CONC) S-12.5 MIRL

RWY 16: PAPI(P2L) Trees.

RWY 34: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Unattended. For fuel svc call Limon Police Dept at 719-775-2346/9211. Deer on and invof arpt. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Uncontrolled vehicle access to fld. Rwy 16 has 3000' twy leading into the South end. Twy marked with blue reflectors. ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** ASOS 121.125 (719) 775-0515.

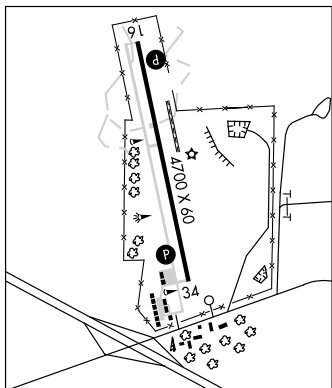
**COMMUNICATIONS:** CTAF 122.9

RCO 122.475 (DENVER RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

HUGO (H) VORTACW 112.1 HGO Chan 58 N38°49.05'

W103°37.28' 344° 27.5 NM to fld. 5233/12E.



## LONGMONT

**VANCE BRAND** (LMO) 3 SW UTC-7(-6DT) N40°09.86' W105°09.82'

CHEYENNE

5055 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE DEN

L-10F, A

RWY 11-29: H4800X75 (CONC) S-30 MIRL 0.5% up NW

IAP

RWY 11: VASI(V4L)—GA 3.0° TCH 37'. Road.

RWY 29: VASI(V4L)—GA 3.0° TCH 37'. Trees.

**AIRPORT REMARKS:** Attended dalgt hours. Parachute Jumping.

Parajumping on and invof arpt primarily S of rwy, avoid overflights midfield. Ultralight and helicopter activity on and invof arpt. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Prairie dogs on and invof rwy. Rwy 29 has +15' highway 702' from thld, +25' to 35' buildings/tanks approximately 1300' left of thld. ACTIVATE MIRL Rwy 11-29 and VASI Rwy 11 and 29—CTAF. NOTE: See Special Notices—Aerobatic Operations in Colorado, USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 120.0 (303) 684-7545.

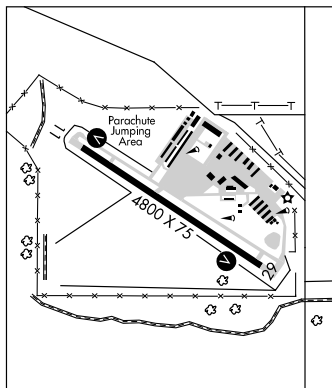
**COMMUNICATIONS:** CTAF/UNICOM 122.975

® DENVER APP/DEP CON 126.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BJC.

JEFFCO (H) VORW/DME 115.4 BJC Chan 101 N39°54.78'

W105°08.34' 345° 15.1 NM to fld. 5728/11E.



**MACK MESA** (C07) 3 N UTC-7(-6DT) N39°16.09' W108°51.84'

DENVER

4724 S4 FUEL 100LL NOTAM FILE DEN

RWY 07-25: H2600X60 (ASPH)

**AIRPORT REMARKS:** Attended dalgt hours.

**COMMUNICATIONS:** CTAF 122.9

**MC ELROY AIRFIELD** (See KREMMLING)

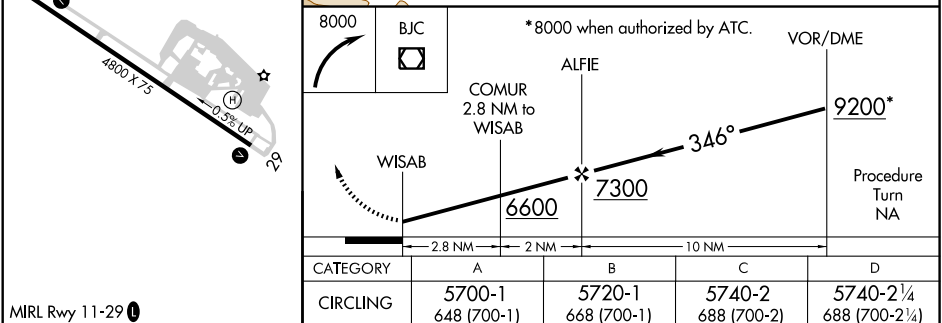
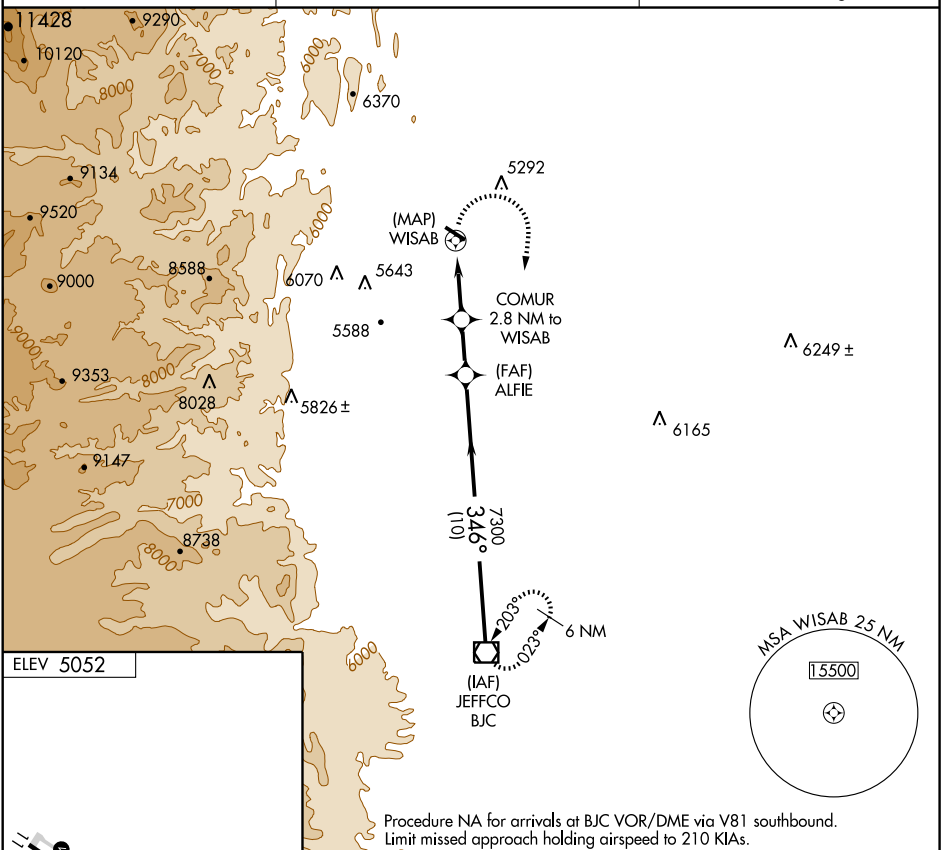
**MEADOW LAKE** (See COLORADO SPRINGS)

APP CRS <b>346°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>5052</b>
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RNAV (GPS)-B

LONGMONT/VANCE BRAND (LMO)

<p>▼</p> <p>▲ NA</p>	<p>Use Denver Intl altimeter setting.</p> <p>GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.</p>	<p>MISSED APPROACH: Climbing right turn to 8000 direct BJC VOR/DME and hold.</p>
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AWOS-3  
**120.0**DENVER APP CON  
**126.1 360.75**UNICOM  
**122.975 (CTAF) 1**

MIRL Rwy 11-29 1

LONGMONT, COLORADO  
Orig-B 09295

40°10'N-105°10'W

LONGMONT/VANCE BRAND (LMO)

RNAV (GPS)-B

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS  
**293°**

Rwy Idg **4800**  
TDZE **5044**  
Apt Elev **5055**

**RNAV (GPS) RWY 29**  
LONGMONT/VANCE BRAND (LMO)

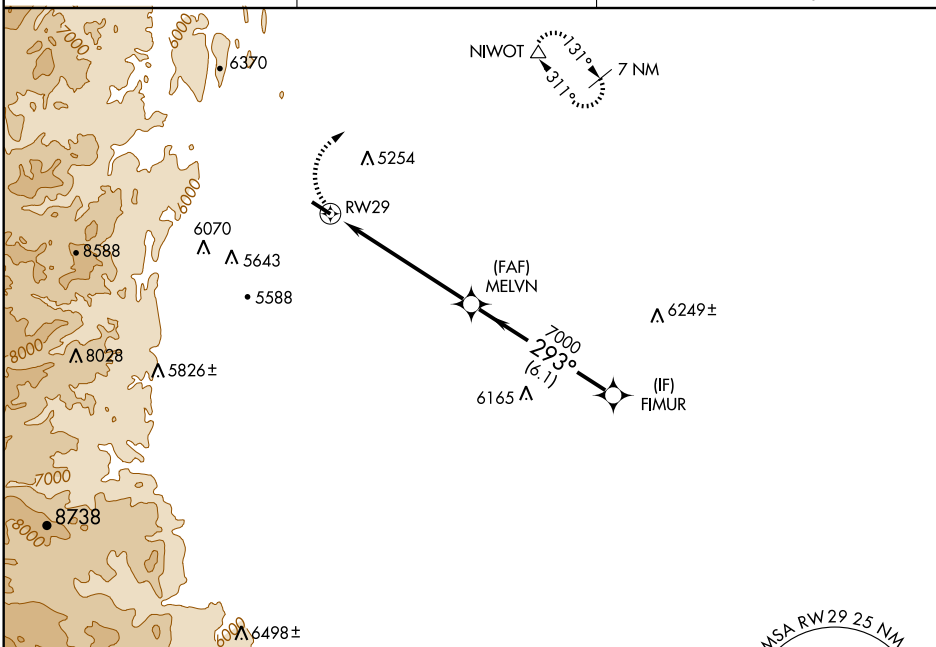
▼ When local altimeter setting not received, use Denver Intl altimeter setting:  
▲ increase all MDA 120 feet and visibility Cat B ¼ mile and Cat C/D ½ mile.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn  
to 7400 direct NIWOT and hold.

AWOS-3  
**120.0**

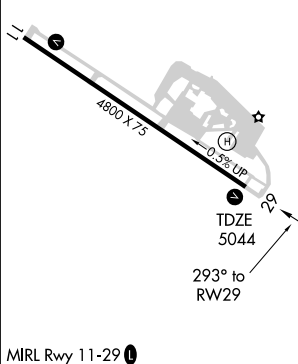
DENVER APP CON  
**126.1 360.75**

UNICOM  
**122.975 (CTAF) ①**

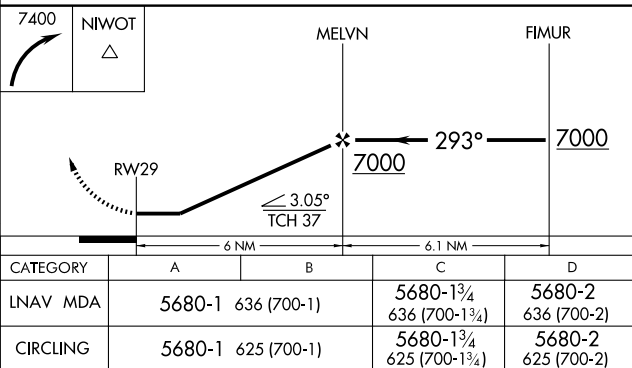


ELEV 5055

**RADAR REQUIRED**



MRL Rwy 11-29 ①



VOR/DME BJC <b>115.4</b> Chan <b>101</b>	APP CRS <b>345°</b>	Rwy ldg TDZE Apt Elev <b>5052</b>	<b>N/A</b> <b>N/A</b>
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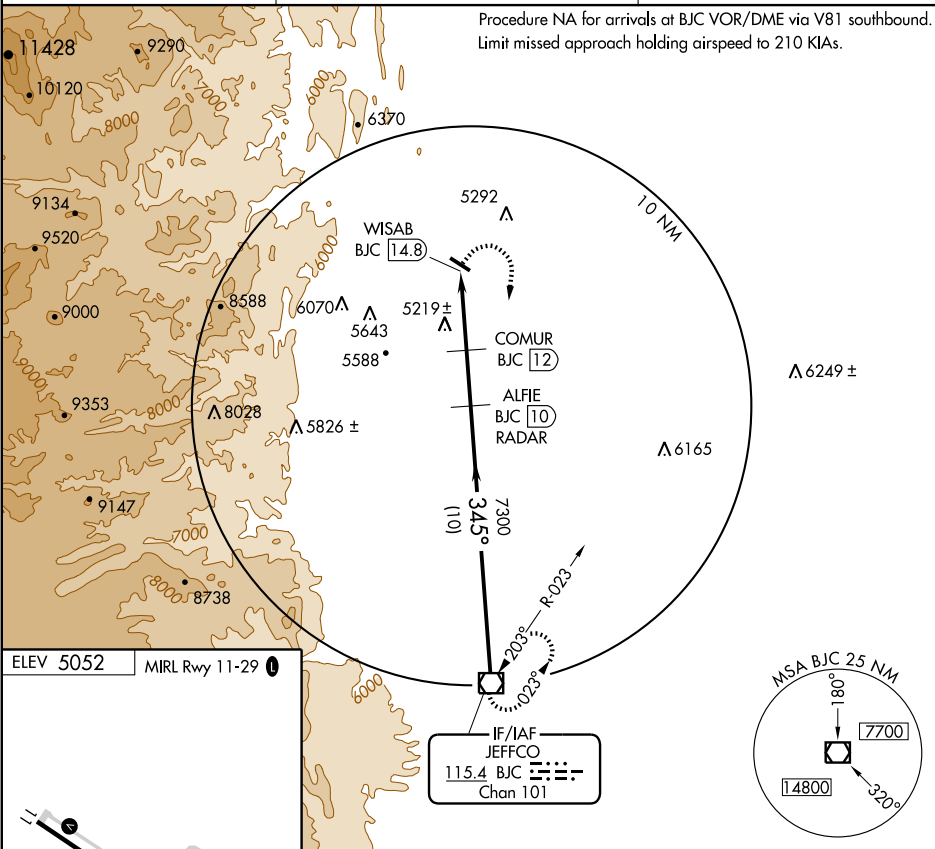
# VOR/DME-A

LONGMONT/VANCE BRAND (LMO)

<b>V</b> <b>Δ</b> NA	Use Denver Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 8000 direct BJC VOR/DME and hold.
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AWOS-3 <b>120.0</b>	DENVER APP CON <b>126.1 360.75</b>	UNICOM <b>122.975 (CTAF) 0</b>
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Procedure NA for arrivals at BJC VOR/DME via V81 southbound.  
Limit missed approach holding airspeed to 210 KIAS.



ELEV 5052	MIRL Rwy 11-29 0	8000 BJC 115.4	ALFIE BJC 10 RADAR	VOR/DME 9200*	Procedure Turn NA
		WISAB BJC 14.8	COMUR BJC 12	7300	
		*8000 when authorized by ATC			
		2.8 NM			10 NM
CATEGORY	A	B	C	D	
CIRCLING	5700-1 648 (700-1)	5720-1 668 (700-1)	5740-2 688 (700-2)	5740-2½ 688 (700-2½)	

**MEEKER** (EEO) 2 E UTC-7(-6DT) N40°02.93' W107°53.16'  
6421 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE EEO  
RWY 03-21: H6500X60 (ASPH) S-21, D-27 MIRL 0.6% up NE  
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Deer and elk and waterfowl invof arpt, wildlife fence surrounds arpt. Mountains surround arpt. ACTIVATE MIRL Rwy 03—21, PAPI and REIL Rwy 03—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.525 (970) 878-5036.

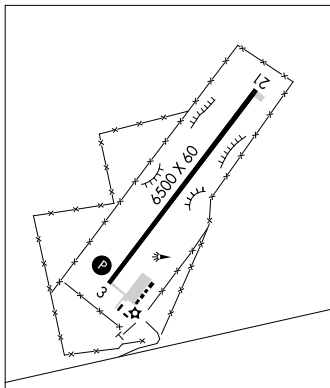
**COMMUNICATIONS: CTAF/UNICOM 122.8**

**RCO 122.15 (DENVER RADIO)**

DENVER CENTER APP/DEP CON 134.5

**RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.**

(H) VORW/DME 115.2 EKR Chan 99 N40°04.05'  
W107°55.49' 107° 2.1 NM to fld. 7620/15E.



**CHEYENNE**

H-3E, L-9E, 11E

IAP

MERTZ N38°17.04' W104°38.82' NOTAM FILE PUB.

**NDB (LOM) 302** PU 076° 7.1 NM to Pueblo Mem.

DENVER

**MILE HIGH** N39°53.68' W104°37.46' NOTAM FILE DEN.

(H) VORTACW 114.7 DVV Chan 94 211° 2.9 NM to Denver Intl. 5270/11E.

DENVER

H-3E, 5A, L-10F, A

**MINERAL CO MEM** (See CREEDE)

**MONARCH PASS** MYP N38°29.83' W106°19.18'/12030.

AWQS-3 124.175 719-539-4436.

DENVER

1-9F

MONTE VISTA MUNI (MVI) 5 SE UTC-7(-6DT) N37°31.71' W106°02.76'

7611 B FUEL 100LL. JET A NOTAM FILE DEN

RWY 02-20: H5900X60 (ASPH) S-12.5 MIRL

RWY 02: PAPI(P2L). RWY 20: PAPI(P2L). Bldg.

RWY 16-34: 2449X30 (DIRT)

RWY 16: Antenna.      RWY 34: Fence.

RWY 10-28: 1731X45 (DIRT)

RWY 10: Road. RWY 28: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z†, Sat-Sun on call.

For svc after hours call 719-852-3241. Unlimited vehicle use on arpt. Rwy 02 has a 4' fence 280' from rwy end 4' below rwy end elevation. Rwy 10-28 and Rwy 16-34 has +4' weeds on both sides of rwy, 4' weeds at intersection of Rwy 34 and Rwy 28. Rwy 10-28 has +1 to +2' dirt windrow along N edge. Rwy 10-28 use for extreme crosswind conditions only, rwy not maintained. Rwy 16-34 sandy and soft and Rwy 10-28 soft when wet. Rwy 02-20 has soft shoulders. Rwy 16-34 has loose and soft sand surface. Rwy 16 +25' bin 875' from thld 30' rgt. Ctc arpt manager 719-852-3386 prior to use. Used by crop dusters. 50' antenna located N side of rwy, immediately E of apch surface. ACTIVATE MRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

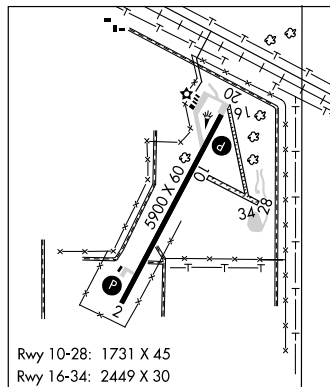
**COMMUNICATIONS: CTAF/UNICOM 122.8**

ALAMOSA RCO 122.15 (DENVER RADIO)

DENVER CENTER APP/DEP CON 128.375

**RADIO AIDS TO NAVIGATION: NOTAM FILE ALS.**

**ALAMOSA (H) VORTAC** 113.9 ALS Chan 86 N37°20.95' W105°48.93' 301° 15.4 NM to fld. 7535/13E.



Rwy 10-28: 1731 X 45

Rwy 16-34: 2449 X 30



APP CRS <b>126°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>6421</b>
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# RNAV (GPS)-B

MEEKER (EEO)

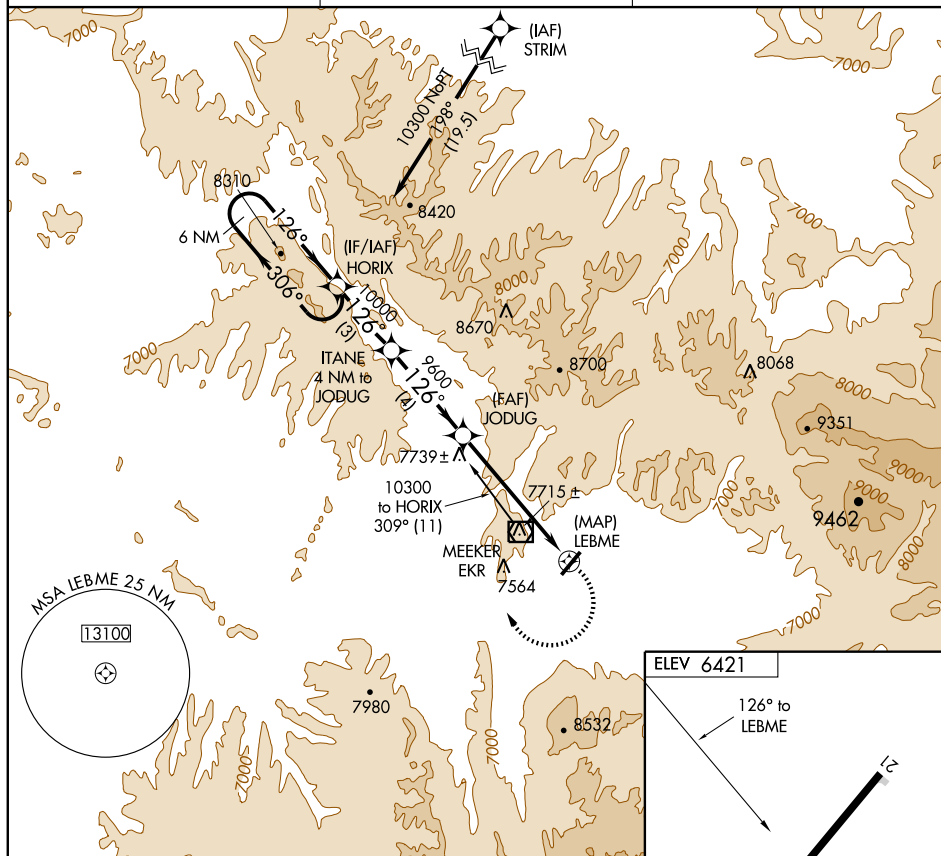
**▼** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**▲** NA Circling not authorized west of Rwy 3-21.

**MISSED APPROACH:** Climbing right turn to 10300 direct  
HORIX WP and hold.

ASOS  
**135.525**

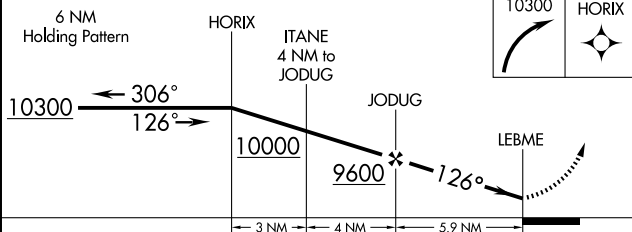
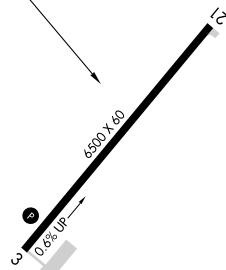
DENVER CENTER  
**134.5 327.8**

UNICOM  
**122.8 (CTAF)**



ELEV 6421

126° to  
LEBME



CATEGORY	A	B	C	D
CIRCLING	7960-1¼ 1539 (1600-1¼)	7960-1½ 1539 (1600-1½)	7960-3 1539 (1600-3)	NA

REIL Rwy 3 **●**  
MIRL Rwy 3-21 **●**

MEEKER, COLORADO

Orig-A 08157

40°03'N-107°53'W

# RNAV (GPS)-B

APP CRS  
**025°**

Rwy Idg  
TDZE  
**6500**

Apt Elev  
**6367**

Apt Elev  
**6421**

# RNAV (GPS) RWY 3

MEEKER (EEO)

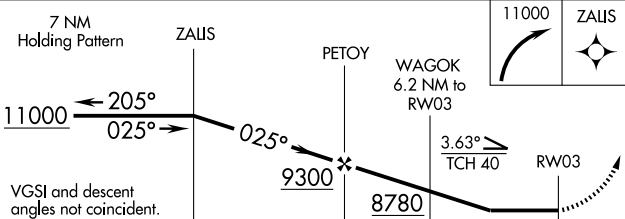
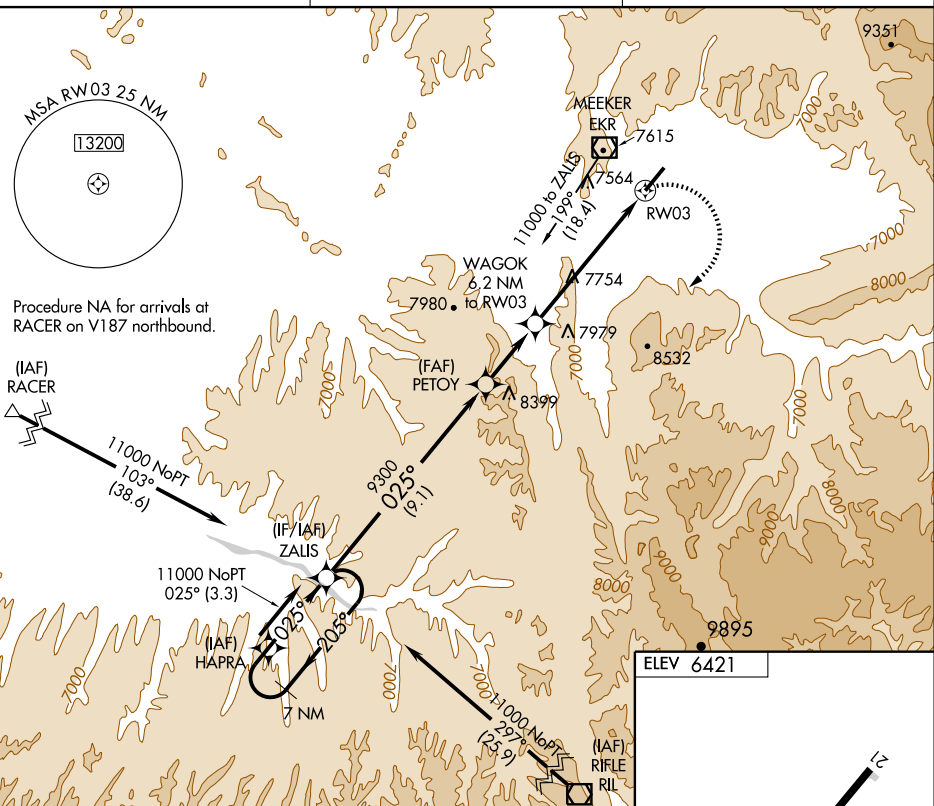
**T** Circling NA west of Rwy 3-21. DME/DME RNP-0.3 NA.  
**A** Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 11000 direct ZALIS and hold.

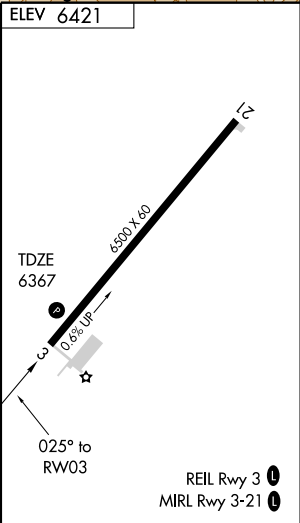
ASOS  
**135.525**

DENVER CENTER  
**134.5 327.8**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
RNAV MDA	8020-1¼ 1653 (1700-1¼)	8020-1½ 1653 (1700-1½)	8020-3 1653 (1700-3)	NA
CIRCLING	8020-1¼ 1599 (1600-1¼)	8020-1½ 1599 (1600-1½)	8020-3 1599 (1600-3)	NA



VOR/DME EKR <b>115.2</b> Chan <b>99</b>	APP CRS <b>107°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>6421</b>
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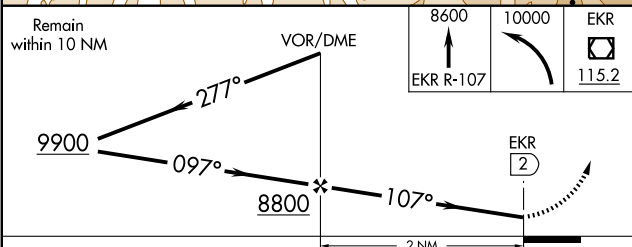
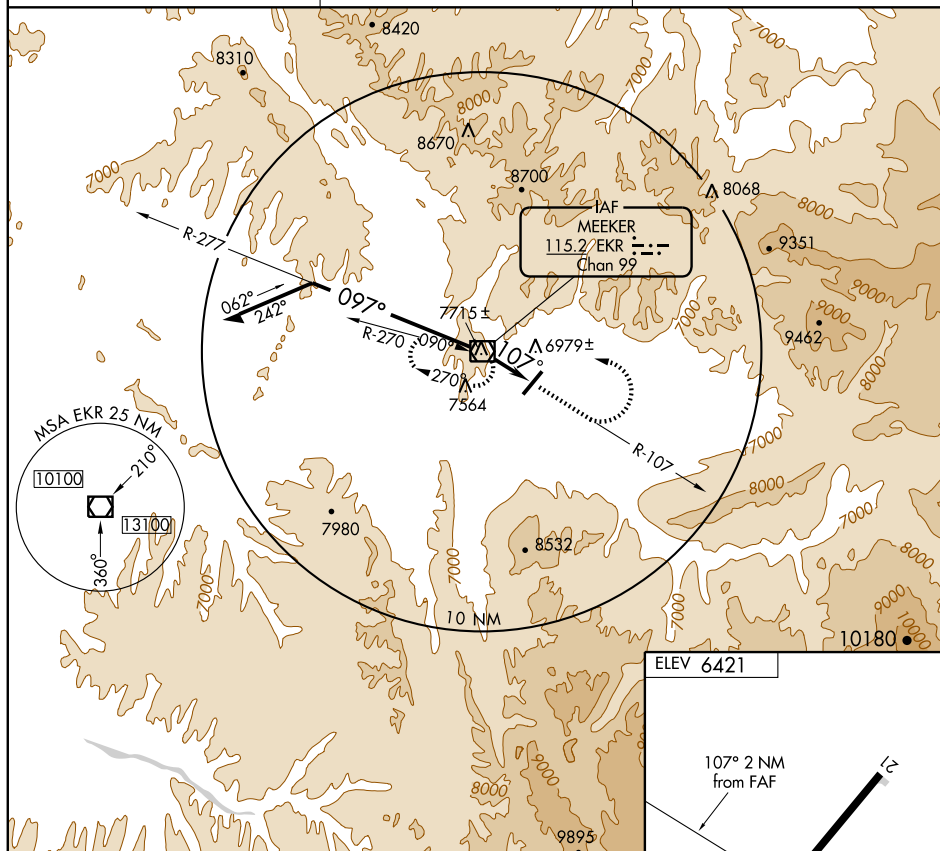
**VOR-A**  
MEEKER (EEO)

<b>V</b> <b>NA</b>	Circling not authorized west of Rwy 3-21.	MISSED APPROACH: Climb via EKR VOR/DME R-107 to 8600, then climbing left turn to 10000 direct EKR VOR/DME and hold.
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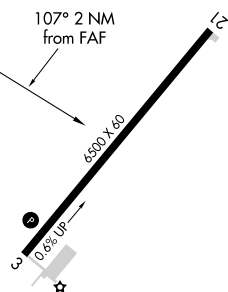
ASOS  
**135.525**

DENVER CENTER  
**134.5 327.8**

UNICOM  
**122.8 (CTAF)**



ELEV 6421



REIL Rwy 3  
MRL Rwy 3-21

CATEGORY	A	B	C	D	FAF to MAP 2 NM
CIRCLING	8000-1¼ 1579 (1600-1¼)	8000-1½ 1579 (1600-1½)	8000-3 1579 (1600-3)	NA	Knots 60 90 120 150 180 Min:Sec 2:00 1:20 1:00 0:48 0:40

**MEEKER** (EEO) 2 E UTC-7(-6DT) N40°02.93' W107°53.16'  
6421 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE EEO  
RWY 03-21: H6500X60 (ASPH) S-21, D-27 MIRL 0.6% up NE  
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Deer and elk and waterfowl invof arpt, wildlife fence surrounds arpt. Mountains surround arpt. ACTIVATE MIRL Rwy 03—21, PAPI and REIL Rwy 03—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.525 (970) 878-5036.

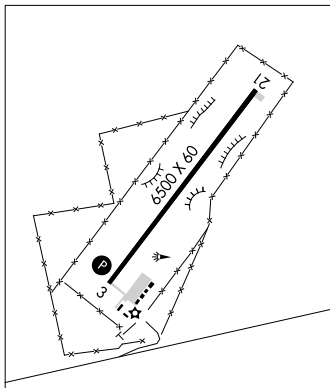
**COMMUNICATIONS: CTAF/UNICOM 122.8**

RCO 122.15 (DENVER RADIO)

DENVER CENTER APP/DEP CON 134.5

**RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.**

(H) VORW/DME 115.2 EKR Chan 99 N40°04.05'  
W107°55.49' 107° 2.1 NM to fld. 7620/15E.



MERTZ N38°17.04' W104°38.82' NOTAM FILE PUB.

**NDB (LOM) 302** PU 076° 7.1 NM to Pueblo Mem.

**MILE HIGH** N39°53.68' W104°37.46' NOTAM FILE DEN.

(H) VORTACW 114.7 DVV Chan 94 211° 2.9 NM to Denver Intl. 5270/11E.

**MINERAL CO MEM** (See CREEDE)

**MONARCH PASS** MYP N38°29.83' W106°19.18'/12030.

AWQS-3 124.175 719-539-4436.

MONTE VISTA MUNI (MVI) 5 SE UTC-7(-6DT) N37°31.71' W106°02.76'

7611 B FUEL 100LL JET A NOTAM FILE DEN

RWY 02-20: H5900X60 (ASPH) S-12.5 MIRL

RWY 02: PAPI(P2L). RWY 20: PAPI(P2L). Bldg.

RWY 16-34: 2449X30 (DIRT)

RWY 16: Antenna.      RWY 34: Fence.

RWY 10-28: 1731X45 (DIRT)

RWY 10: Road. RWY 28: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z±, Sat-Sun on call.

For svc after hours call 719-852-3241. Unlimited vehicle use on arpt. Rwy 02 has a 4' fence 280' from rwy end 4' below rwy end elevation. Rwy 10-28 and Rwy 16-34 has +4' weeds on both sides of rwy, 4' weeds at intersection of Rwy 34 and Rwy 28. Rwy 10-28 has +1 to +2' dirt windrow along N edge. Rwy 10-28 use for extreme crosswind conditions only, rwy not maintained. Rwy 16-34 sandy and soft and Rwy 10-28 soft when wet. Rwy 02-20 has soft shoulders. Rwy 16-34 has loose and soft sand surface. Rwy 16 +25' bin 875' from thld 30' rgt. Ctc arpt manager 719-852-3386 prior to use. Used by crop dusters. 50' antenna located N side of rwy, immediately E of apch surface. ACTIVATE MRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

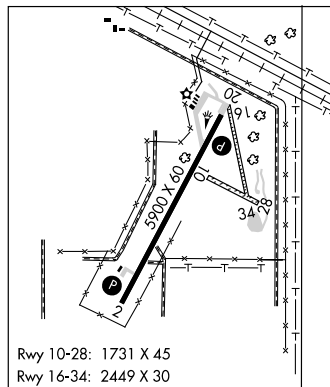
**COMMUNICATIONS: CTAF/UNICOM 122.8**

ALAMOSA RCO 122.15 (DENVER RADIO)

DENVER CENTER APP/DEP CON 128.375

**RADIO AIDS TO NAVIGATION: NOTAM FILE ALS.**

**ALAMOSA (H) VORTAC** 113.9 ALS Chan 86 N37°20.95' W105°48.93' 301° 15.4 NM to fld. 7535/13E.



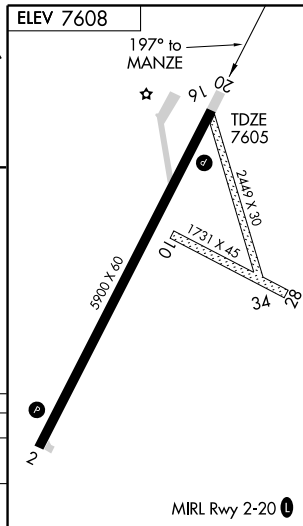
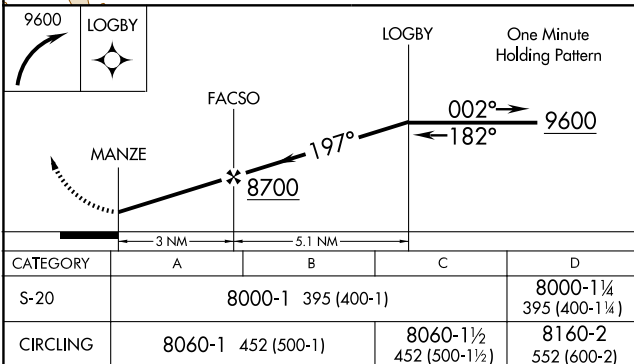
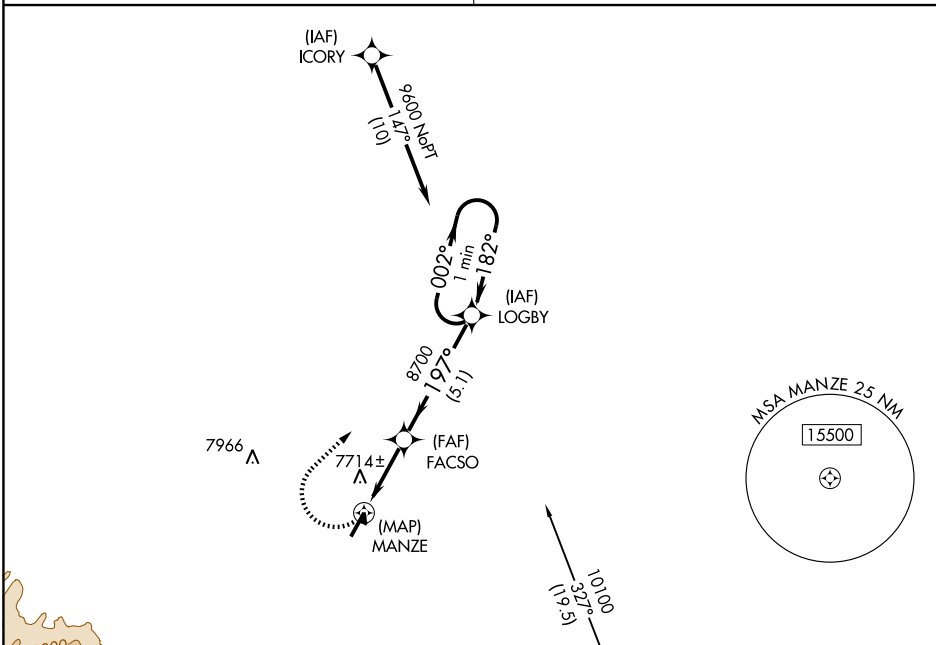
Rwy 10-28: 1731 X 45  
Rwy 16-34: 2449 X 30

APP CRS <b>197°</b>	Rwy Idg TDZE Apt Elev	<b>5900</b> <b>7605</b> <b>7608</b>
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# GPS RWY 20

MONTE VISTA MUNI (MVI)

NA Use Alamosa altimeter setting.	<b>MISSED APPROACH:</b> Climbing right turn to 9600 direct LOGBY WP and hold.
DENVER CENTER <b>128.375 379.95</b>	UNICOM <b>122.8 (CTAF) 0</b>



APP CRS <b>302°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>7611</b>
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# RNAV (GPS)-B

## MONTE VISTA MUNI (MVI)

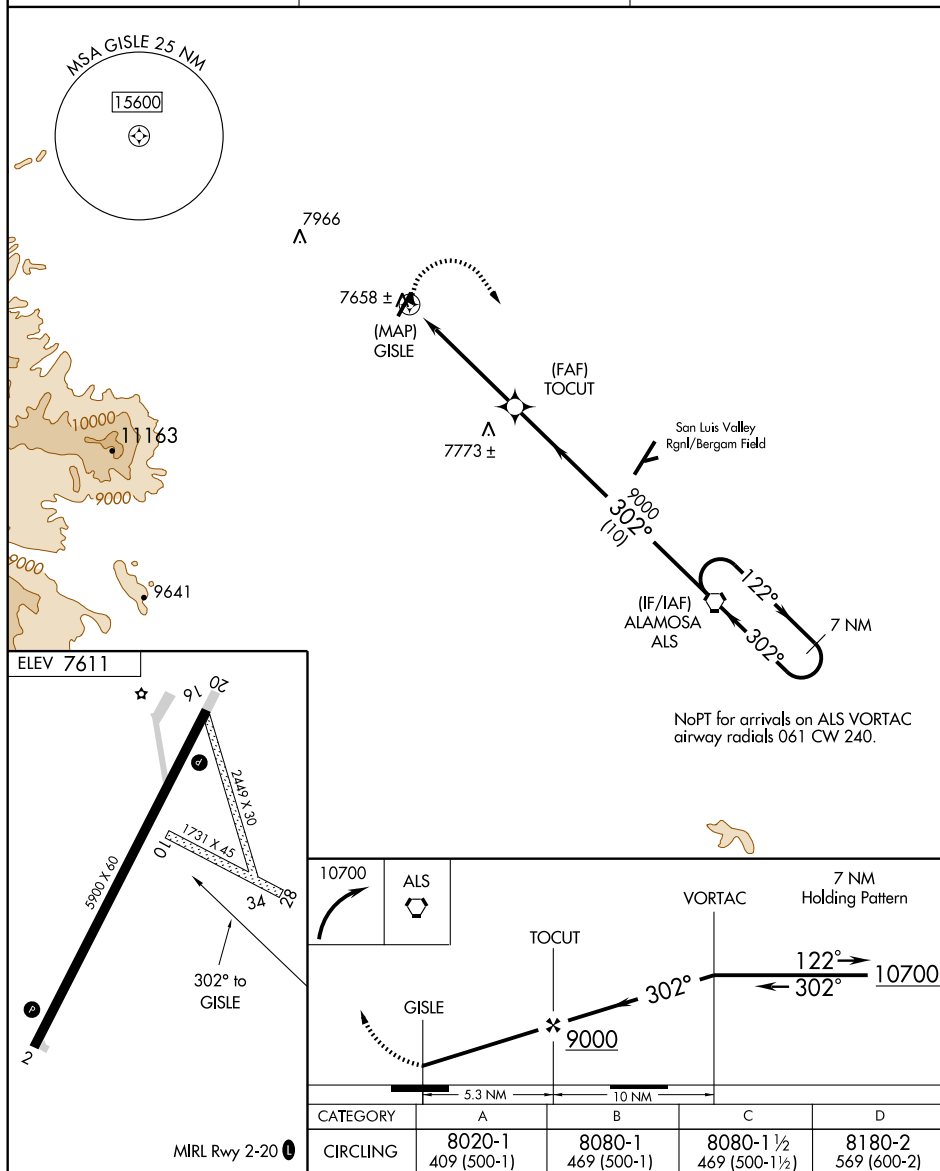
**▼** Use Alamosa altimeter setting.  
**▲ NA** Circling to RWY 10-28 and RWY 16-34 NA.  
 DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing right turn to 10700  
 direct ALS VORTAC and hold.

ALAMOSA ASOS  
**135.175**

DENVER CENTER  
**128.375 379.95**

UNICOM  
**122.8 (CTAF) 0**



SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

VORTAC ALS <b>113.9</b> Chan <b>86</b>	APP CRS <b>301°</b>	Rwy Idg TDZE Apt Elev <b>7611</b>	<b>N/A</b> <b>N/A</b> <b>7611</b>
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**VOR/DME-A**  
MONTE VISTA MUNI (MVI)

**V**  
**Δ** NA Circling to Rwy 10-28 and Rwy 16-34 NA.  
Use Alamosa altimeter setting.

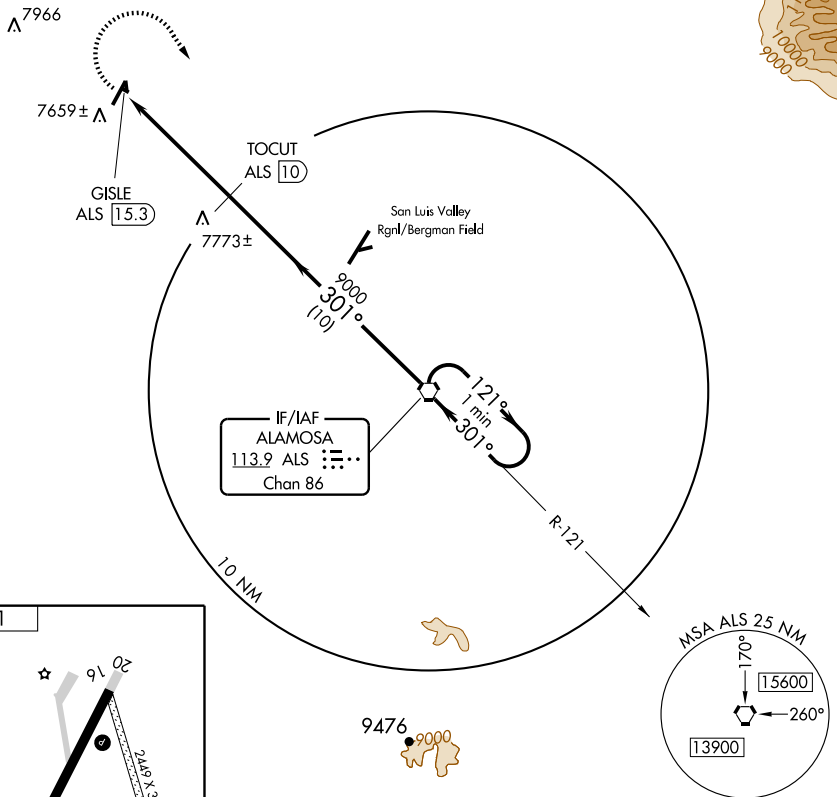
MISSED APPROACH: Climbing right turn to 10700  
direct ALS VORTAC and hold.

ALAMOSA ASOS  
**135.175**

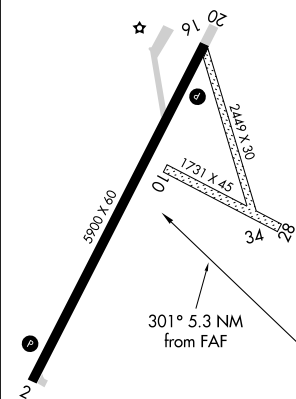
DENVER CENTER  
**128.375 379.95**

UNICOM  
**122.8** (CTAF) **0**

NoPT for arrival on ALS VORTAC airway radials 061 CW 240.



ELEV 7611



MIRL Rwy 2-20 **0**

MONTE VISTA, COLORADO

Amdt 3 10154

10700	ALS
	113.9

GISLE ALS 15.3	TOCUT ALS 10
	9000

CATEGORY	A	B	C	D
CIRCLING	8020-1 409 (500-1)	8080-1 469 (500-1)	8080-1 ½ 469 (500-1 ½)	8180-2 569 (600-2)

MONTE VISTA MUNI (MVI)

**VOR/DME-A**

37°32'N-106°03'W

SW-1, 23 SEP 2010 to 21 OCT 2010

**MONTROSE RGNL** (MTJ) 1 NW UTC-7(-6DT) N38°30.59' W107°53.66'

DENVER

5759 B S4 **FUEL** 100LL, JET A+ OX 1, 3 Class I, ARFF Index B NOTAM FILE MTJ

H-3E, L-9E

**Rwy 17-35:** H10000X150 (ASPH-GRVD) S-75, D-190, 2D-265 HIRL

IAP

**Rwy 17:** MALSR. PAPI(P4L)—GA 3.0° TCH 55'. 0.5% up.

**Rwy 35:** REIL. PAPI(P4L)—GA 3.0° TCH 41'. 0.3% down.

**Rwy 13-31:** H7500X100 (ASPH-GRVD) S-65, D-90, 2D-150 HIRL

**Rwy 13:** REIL. VASI(V4L)—GA 3.0° TCH 42'. Tree. 0.8% up.

**Rwy 31:** REIL. VASI(V4L)—GA 3.0° TCH 40.7'.

**RUNWAY DECLARED DISTANCE INFORMATION**

**Rwy 13:** TORA-7500 TODA-7500 ASDA-7500 LDA-7500

**Rwy 17:** TORA-10000 TODA-10000 ASDA-10000 LDA-10000

**Rwy 31:** TORA-7500 TODA-7500 ASDA-7500 LDA-7500

**Rwy 35:** TORA-10000 TODA-10000 ASDA-10000 LDA-10000

**AIRPORT REMARKS:** Attended Apr 1-Dec 15 1230-0400Z†, Dec 16-Mar

31 1200-0400Z†. Migratory birds and wildlife on and in/ovf arpt.

24 hour PPR for unscheduled acft ops with more than 30

passenger seats call arpt manager 970-249-7953. Twy B clsd to

acft over 12,500 lbs. Air carrier acft requested to access terminal

ramp via Twy C, outbound traffic Twy D. Ramp connector adjacent

to T hangar row clsd indef. Twy E, E6 clsd except acft with

wingspan less than 78'. Preferred tkf Rwy 31 and Rwy 35 and ldg

Rwy 13 and Rwy 17. Rwy 17-35 preferred rwy for acft with approach speed greater than 121 kts. ACTIVATE HIRL

Rwy 17-35 and Rwy 13-31, MALSR Rwy 17, and REIL Rwy 13, Rwy 31 and Rwy 35-CTAF. REIL Rwy 13 OTS

indef.

**WEATHER DATA SOURCES:** ASOS 135.225 (970) 249-1534.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.65 (DENVER RADIO)

® **DENVER CENTER APP/DEP CON** 125.35

**AIRSPACE:** CLASS E svc 1300-0400Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MTJ.

(H) VORW/DME 117.1 MTJ Chan 118 N38°30.39' W107°53.96' at fld. 5710/12E.

VOR unusable 205°-230° byd 30 NM blo 13,000'.

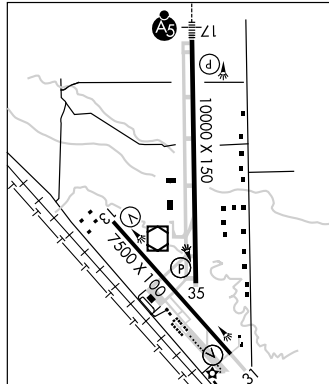
DME unusable 005°-090° byd 33 NM blo 16,000'.

115°-120° byd 31 NM blo 17,500'.

200°-217° byd 25 NM blo 15,000'.

217°-245° byd 25 NM blo 14,000'.

ILS 111.3 I-MTJ Rwy 17.



**MONUMENT HILL** MNH N39°13.13' W104°38.43'/7060.

DENVER

AWOS-3 134.375 303-648-3479.

L-10F

**MOUNT WERNER** (3MW) N40°26.95' W106°44.95'/10384.

DENVER

AWOS-3 127.125 970-871-5640.

L-9E

**MOVIE MANOR** (See MONTE VISTA)

**NORTH FORK VALLEY** (See PAONIA)

## NUCLA

**HOPKINS FLD** (AIB) 2 SW UTC-7(-6DT) N38°14.33' W108°33.80'

DENVER

5940 B S2 **FUEL** 100LL, JET A NOTAM FILE DEN

L-9D

**Rwy 05-23:** H4600X75 (ASPH) S-9 MRL 0.9% up NE

IAP

**Rwy 11-29:** 4000X80 (TURF-DIRT) 0.7% up SE

**Rwy 11:** Road. **Rwy 29:** Fence.

**AIRPORT REMARKS:** Attended 1500-0000Z†. +30' p-lines in hangar area. Migratory birds, wildlife and deer on and in/ovf arpt. Twy is marked with blue reflectors. Lgtd twy signs. Rwy 29 +30' hill 408' from thld on extended centerline, -75' terrain at thld.

**WEATHER DATA SOURCES:** AWOS-3 132.525 (970) 864-2325.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER APP/DEP CON 125.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

**DOVE CREEK (H) VORTACW** 114.6 DVC Chan 93 N37°48.53' W108°55.88' 020° 31.1 NM to fld. 6990/14E.

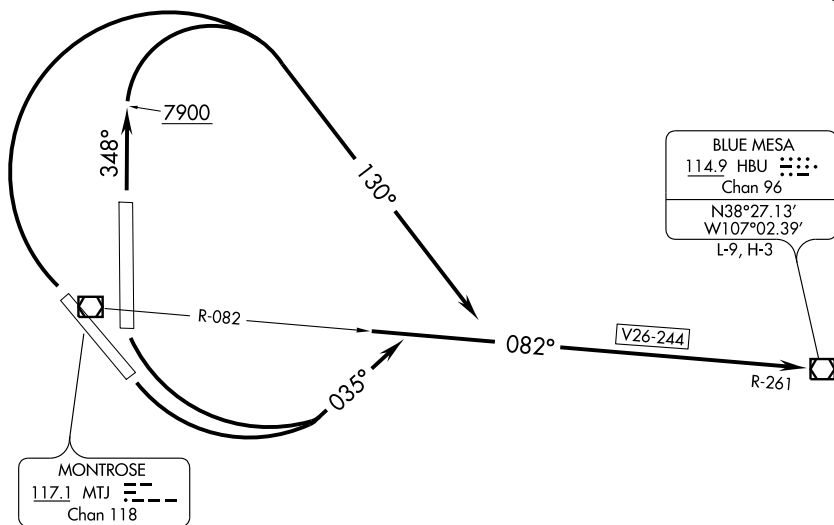
**COMM/NAV/WEATHER REMARKS:** UNICOM answered by Sheriff Dispatch. avbl 24 hrs.



## BLUE MESA ONE DEPARTURE

MONTROSE, COLORADO

DENVER RADIO  
122.65  
DENVER CENTER  
125.35 354.05  
UNICOM  
122.8



## TAKE-OFF MINIMUMS

- Rwy 13: Standard with minimum climb of 450' per NM to 11300.  
Rwy 17: Standard with minimum climb of 420' per NM to 11300.  
Rwy 31: Standard with minimum climb of 450' per NM to 11300.  
Rwy 35: Standard with minimum climb of 460' per NM to 11300.

## TAKE-OFF OBSTACLE NOTES

- Rwy 13: Multiple trees beginning 776' from DER, 273' left of centerline, up to 50' AGL/5878' MSL.  
Multiple trees and towers beginning 2590' from DER, 38' right of centerline, up to 110' AGL/5910' MSL.
- Rwy 31: Multiple trees beginning 315' from DER, 378' left of centerline, up to 50' AGL/5749' MSL.
- Rwy 35: Multiple trees beginning 218' from DER, 511' left of centerline, up to 50' AGL/5709' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing left turn to 12500 via heading 035° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKE-OFF RUNWAY 31: Climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKE-OFF RUNWAY 35: Climb heading 348° to 7900 then climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

## BLUE MESA ONE DEPARTURE

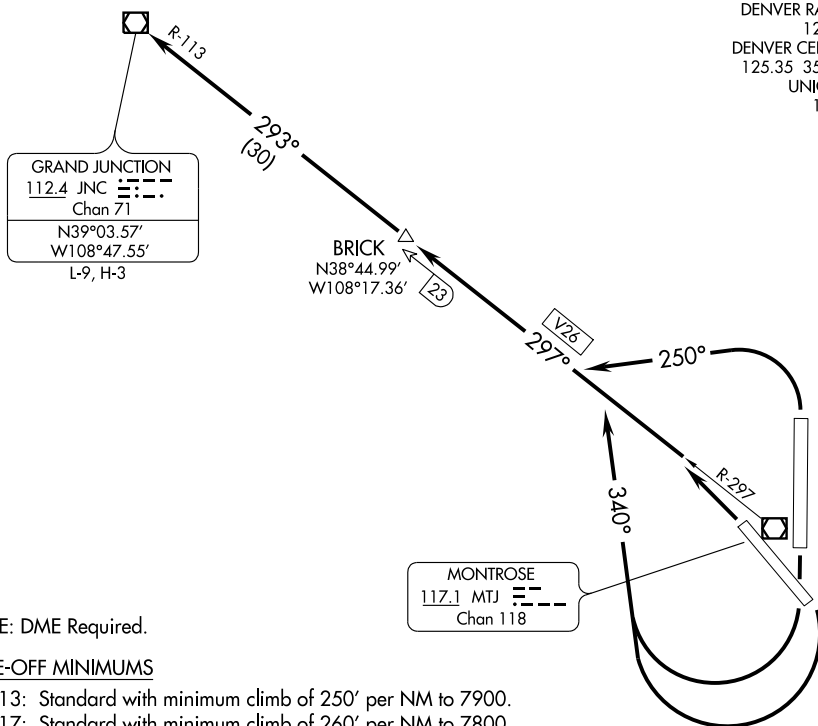
(BRICK1.BRICK) 10042

SL-668 (FAA)

MONTROSE RGNL (MTJ)

MONTROSE, COLORADO

## BRICK ONE DEPARTURE



NOTE: DME Required.

## TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 250' per NM to 7900.

Rwy 17: Standard with minimum climb of 260' per NM to 7800.

Rwys 31, 35: Standard.

## TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776' from DER, 273' left of centerline, up to 50' AGL/5878' MSL.  
Multiple trees and towers beginning 2590' from DER, 38' right of centerline, up to 110' AGL/5910' MSL.

Rwy 31: Multiple trees beginning 315' from DER, 378' left of centerline, up to 50' AGL/5749' MSL.

Rwy 35: Multiple trees beginning 218' from DER, 511' left of centerline, up to 50' AGL/5709' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing right turn to 11000 via heading 340° and MTJ R-297 to BRICK/MTJ 23 DME, Thence . . .

TAKE-OFF RUNWAY 31: Climbing left turn to 11000 via MTJ R-297 to BRICK/MTJ 23 DME, Thence . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 11000 via heading 250° and MTJ R-297 to BRICK/MTJ 23 DME, Thence . . .

. . . Via V26 to JNC VOR/DME.

## BRICK ONE DEPARTURE

(BRICK1.BRICK) 10042

MONTROSE, COLORADO

MONTROSE RGNL (MTJ)

SW-1, 23 SEP 2010 to 21 OCT 2010

# ILS or LOC/DME RWY 17

MONTROSE RGNL (MTJ)

LOC I-MTJ <b>111.3</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev	<b>10000</b> <b>5704</b> <b>5759</b>
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**▼** DME required.  
**▲** DME from MTJ VOR/DME. Simultaneous reception of I-MTJ and MTJ DME required.

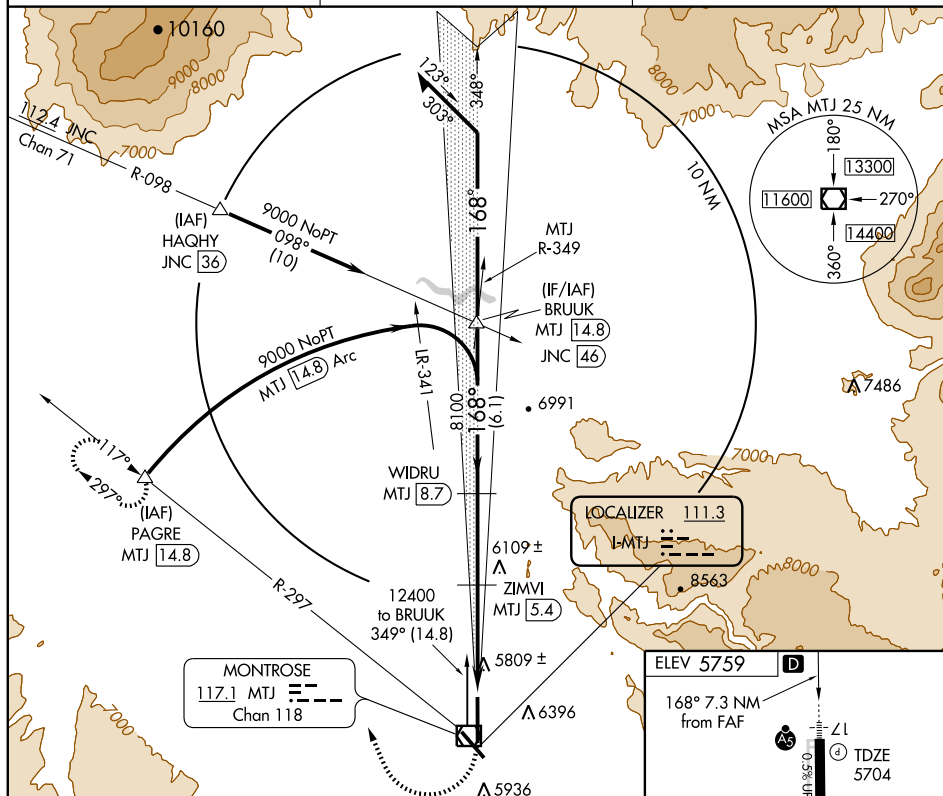
MALSR  
**AS**

MISSED APPROACH: Climb to 6200 then climbing right turn to 11000 via heading 325° and MTJ VOR/DME R-297 to PAGRE/MTJ 14.8 DME and hold, continue climb-in-hold to 11000.

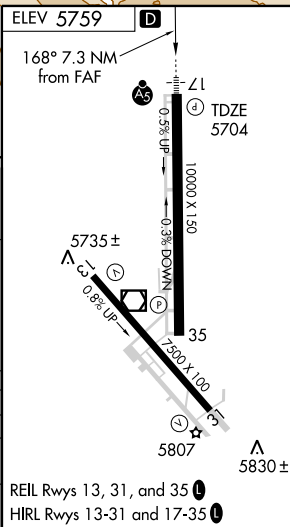
ASOS  
**135.225**

DENVER CENTER  
**125.35 354.05**

UNICOM  
**122.8 (CTAF)**

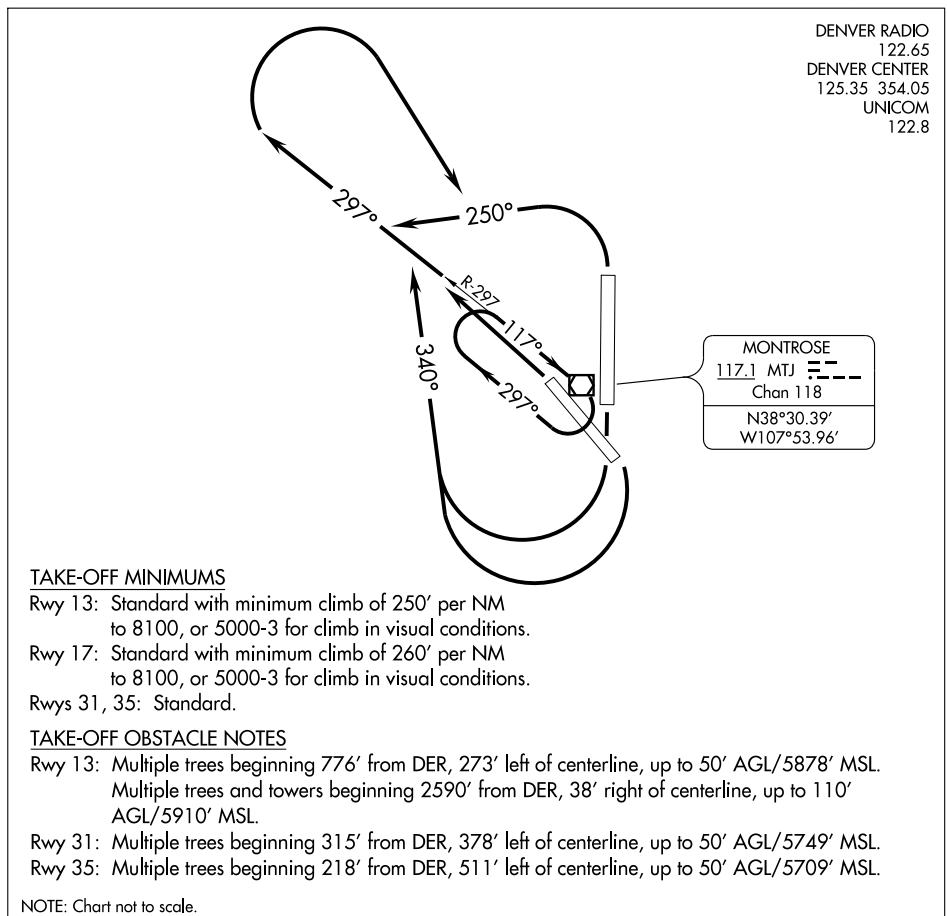


Remain within 10 NM	BRUUK MTJ 14.8	WIDRU MTJ 8.7	ZIMVI MTJ 5.4	MTJ 1.4	PAGRE
12400	348°	8100	7020	7020	
GS 3.00° TCH 56	168°	9000	8100	7020	
	6.1 NM	3.3 NM	4 NM		
CATEGORY	A	B	C	D	
S-ILS 17	5904-½ 200 (200-½)				
S-LOC 17	6060-½ 356 (400-½)				6060-¾ 356 (400-¾)
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)	



## MONTROSE ONE DEPARTURE (OBSTACLE)

MONTROSE, COLORADO



SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RUNWAYS 13, 17:** Climbing right turn to 8100 via heading 340° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . .

Or, for climb in visual conditions: Cross Montrose Rgnl Airport at or above 10600 before proceeding on course.

**TAKE-OFF RUNWAY 31:** Climbing left turn to 8100 via MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . . .

**TAKE-OFF RUNWAY 35:** Climbing left turn to 8600 via heading 250° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . . .

. . . . Continue climb-in-hold in MTJ VOR/DME holding pattern to cross MTJ VOR/DME at or above 11000, then proceed via assigned route.

## MONTROSE ONE DEPARTURE (OBSTACLE)

APP CRS  
**127°**

Rwy Idg **7500**  
TDZE **5719**  
Apt Elev **5759**

# RNAV (GPS) RWY 13

MONTROSE RGNL (MTJ)

**T** DME/DME RNP-0.3 NA.  
**A** Visibility reduction by helicopters NA.

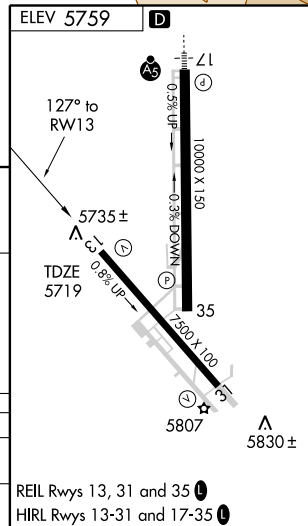
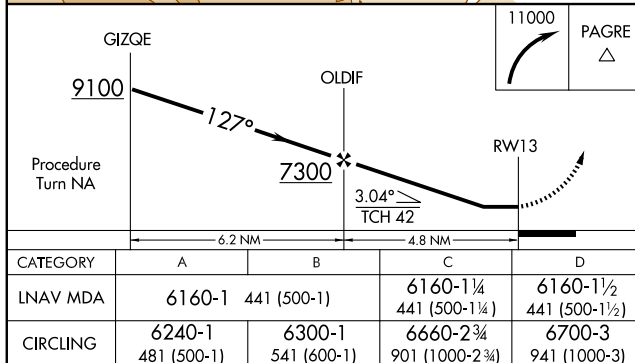
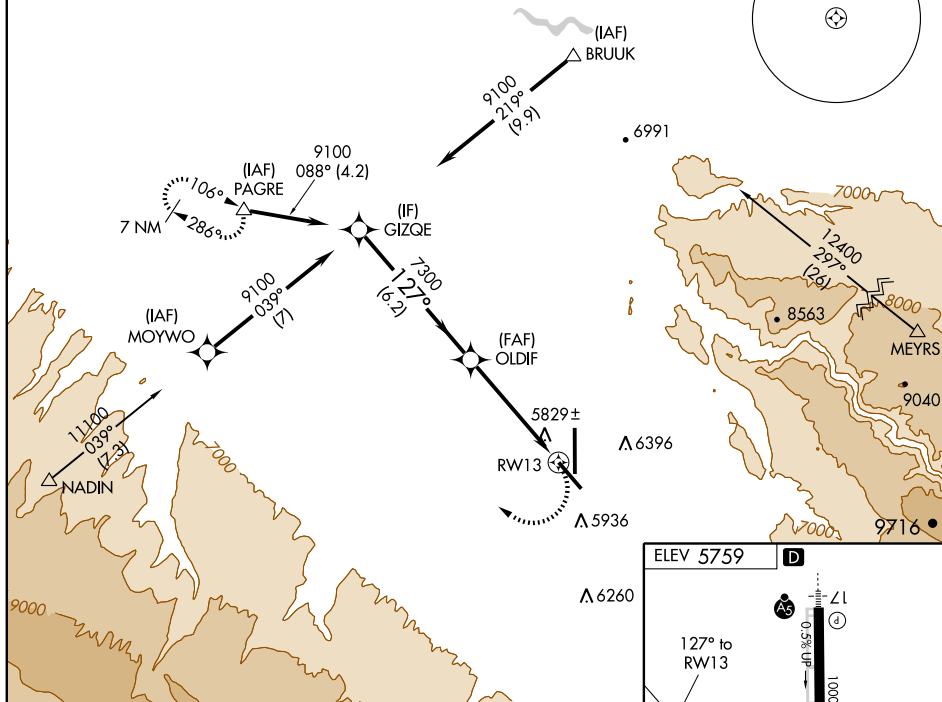
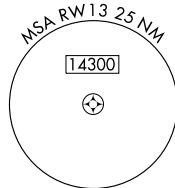
MISSED APPROACH: Climbing right turn to 11000 direct  
PAGRE and hold, continue climb-in-hold to 11000.

ASOS  
**135.225**

DENVER CENTER  
**125.35 354.05**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at NADIN via V244 westbound,  
arrivals at MEYRS via V26-244 eastbound and arrivals at  
PAGRE via V26 northwest bound.



APP CRS **340°**  
 Rwy ldg TDZE **5730**  
 Apt Elev **5759**

# RNAV (GPS) RWY 35

MONTROSE RGNL (MTJ)

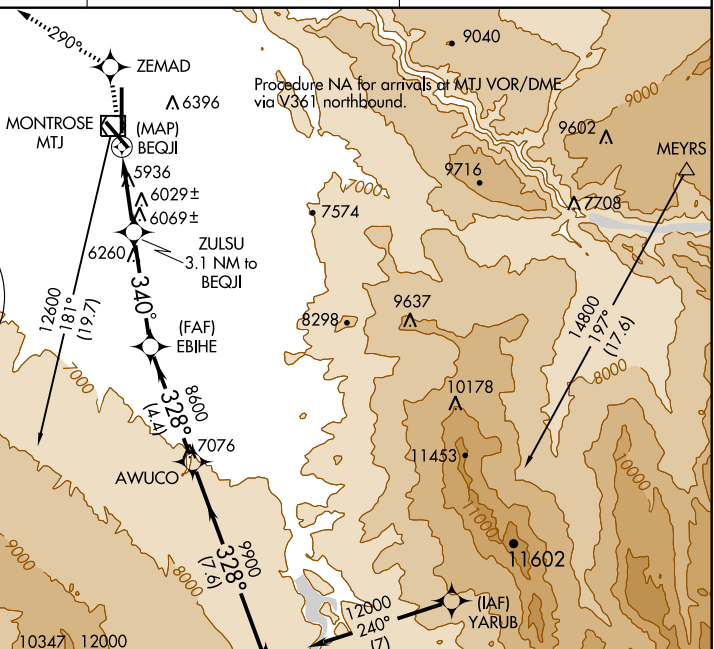
**V** **A** DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 11000 direct ZEMAD and via 290° track to PAGRE and hold, continue climb-in-hold to 11000.

ASOS  
**135.225**

DENVER CENTER  
**125.35 354.05**

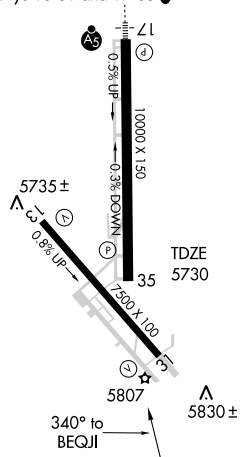
UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX

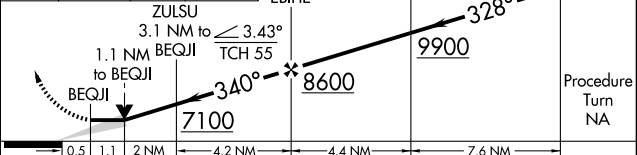


ELEV 5759

REIL Rwy 13, 31 and 35  
 HIRL Rwy 13-31 and 17-35



11000 ZEMAD 290° trk PAGRE VGSI and descent angles not coincident. AWUCO COQKU



CATEGORY	A	B	C	D
RNAV MDA	6280-1	550 (600-1)	6280-1½ 550 (600-1½)	6280-1¾ 550 (600-1¾)
CIRCLING	6280-1 521 (600-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

APP CRS **168°**  
Rwy ldg **10000**  
TDZE **5704**  
Apt Elev **5759**

# RNAV (GPS) Y RWY 17

MONTROSE RGNL (MTJ)

**▼** DME/DME RNP-0.3 NA.  
**▲** For inoperative MALS, increase LNAV Cat D visibility to 1½ mile.

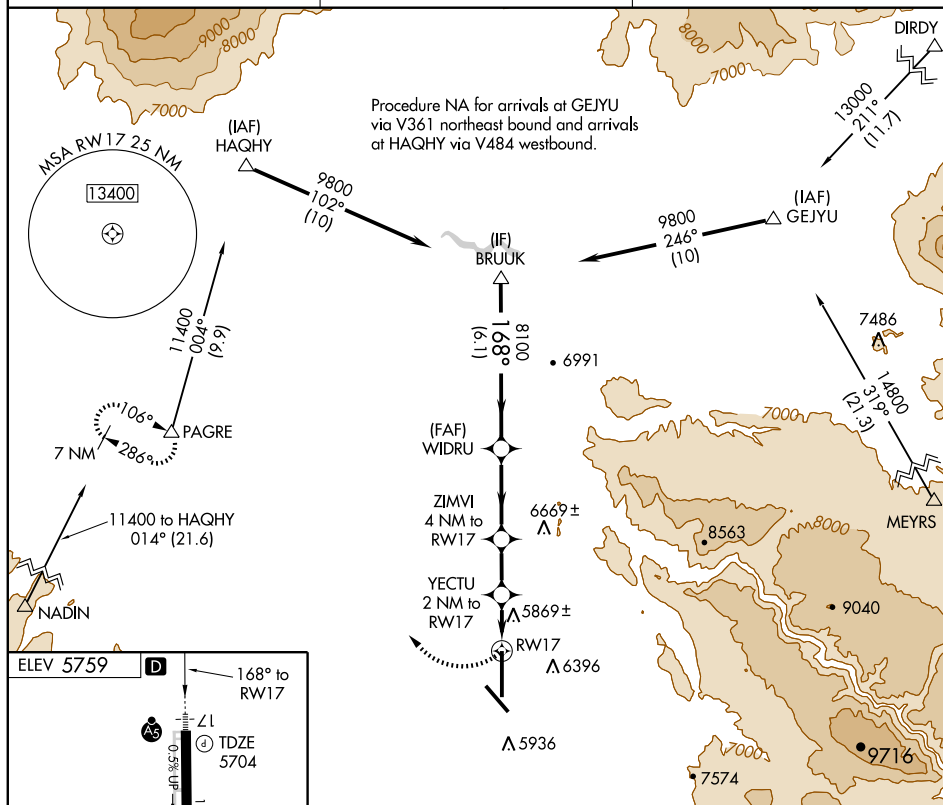


MISSED APPROACH: Climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

ASOS  
**135.225**

DENVER CENTER  
**125.35 354.05**

UNICOM  
**122.8 (CTAF) 0**



	PAGRE △	YECTU 2 NM to RW17	ZIMVI 4 NM to RW17	WIDRU	BRUUK	
		1.2 NM to RW17		3.06° TCH 55	168°	9800
		6380	7020	8100		Procedure Turn NA
	1.2 NM	0.8	2 NM	3.3 NM	6.1 NM	
CATEGORY	A	B	C	D		
LNAV MDA	6120-½	416 (400-½)	6120-¾ 416 (400-¾)	6120-1 416 (400-1)		
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)		





VOR/DME MTJ <b>117.1</b> Chan <b>118</b>	APP CRS <b>117°</b>	Rwy Idg TDZE Apt Elev <b>5759</b>
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# VOR/DME RWY 13

## MONTROSE RGNL (MTJ)

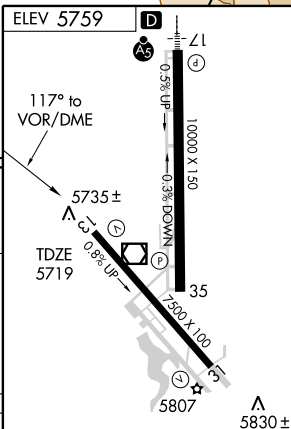
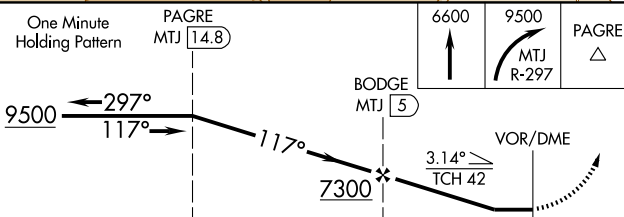
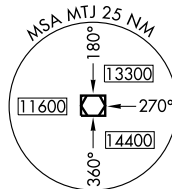
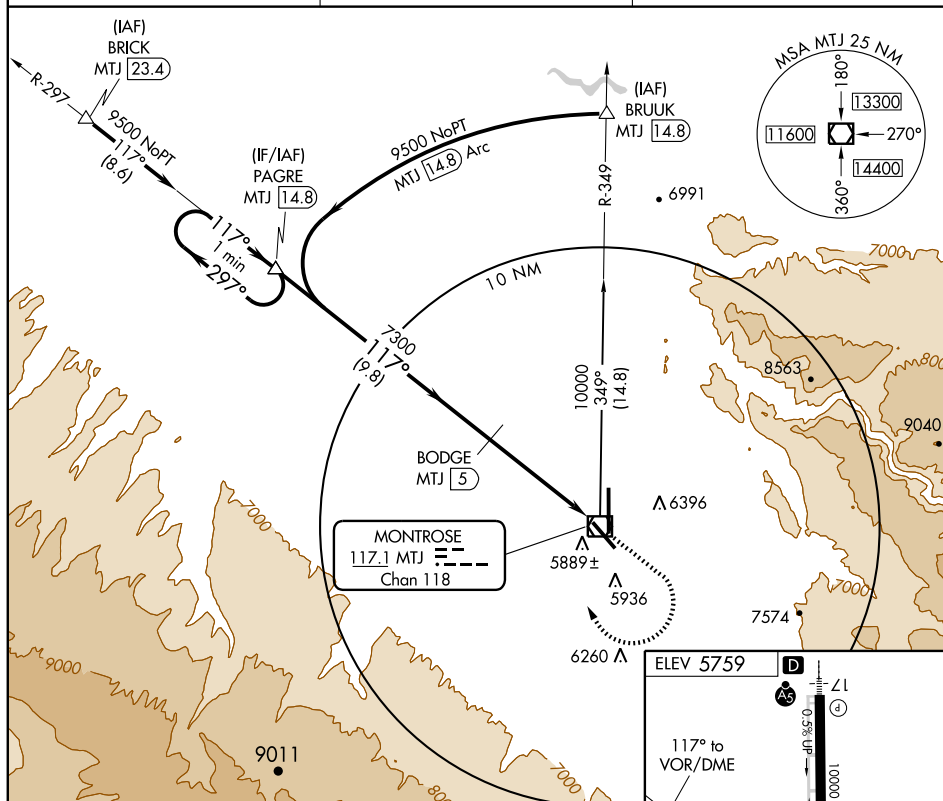
**V**  
**A** Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6600 then climbing right turn to 9500 via MTJ VOR/DME R-297 to PAGRE/14.8 DME and hold.

ASOS  
**135.225**

DENVER CENTER  
**125.35 354.05**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-13	6140-1	421 (400-1)	6140-1½	421 (400-1½)
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

REIL Rwy 13, 31 and 35  
HIRL Rwy 13-31 and 17-35

**MONTROSE RGNL** (MTJ) 1 NW UTC-7(-6DT) N38°30.59' W107°53.66'

DENVER

5759 B S4 FUEL 100LL, JET A+ OX 1, 3 Class I, ARFF Index B NOTAM FILE MTJ

H-3E, L-9E

RWY 17-35: H10000X150 (ASPH-GRVD) S-75, D-190, 2D-265 HIRL

IAP

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 55'. 0.5% up.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 41'. 0.3% down.

RWY 13-31: H7500X100 (ASPH-GRVD) S-65, D-90, 2D-150 HIRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 42'. Tree. 0.8% up.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 40.7'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 13: TORA-7500 TODA-7500 ASDA-7500 LDA-7500

RWY 17: TORA-10000 TODA-10000 ASDA-10000 LDA-10000

RWY 31: TORA-7500 TODA-7500 ASDA-7500 LDA-7500

RWY 35: TORA-10000 TODA-10000 ASDA-10000 LDA-10000

**AIRPORT REMARKS:** Attended Apr 1-Dec 15 1230-0400Z†, Dec 16-Mar

31 1200-0400Z†. Migratory birds and wildlife on and in/ovf arpt.

24 hour PPR for unscheduled acft ops with more than 30

passenger seats call arpt manager 970-249-7953. Twy B clsd to

acft over 12,500 lbs. Air carrier acft requested to access terminal

ramp via Twy C, outbound traffic Twy D. Ramp connector adjacent

to T hangar row clsd indef. Twy E, E6 clsd except acft with

wingspan less than 78'. Preferred tkf Rwy 31 and Rwy 35 and ldg

Rwy 13 and Rwy 17. Rwy 17-35 preferred rwy for acft with approach speed greater than 121 kts. ACTIVATE HIRL

Rwy 17-35 and Rwy 13-31, MALSR Rwy 17, and REIL Rwy 13, Rwy 31 and Rwy 35-CTAF. REIL Rwy 13 OTS

indef.

**WEATHER DATA SOURCES:** ASOS 135.225 (970) 249-1534.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.65 (DENVER RADIO)

® DENVER CENTER APP/DEP CON 125.35

**AIRSPACE:** CLASS E svc 1300-0400Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MTJ.

(H) VORW/DME 117.1 MTJ Chan 118 N38°30.39' W107°53.96' at fld. 5710/12E.

VOR unusable 205°-230° byd 30 NM blo 13,000'.

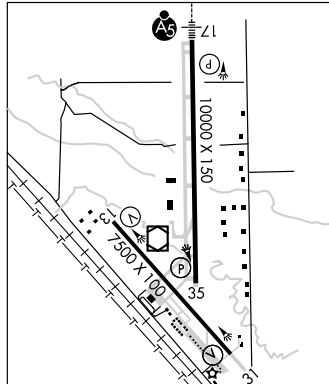
DME unusable 005°-090° byd 33 NM blo 16,000'.

115°-120° byd 31 NM blo 17,500'.

200°-217° byd 25 NM blo 15,000'.

217°-245° byd 25 NM blo 14,000'.

ILS 111.3 I-MTJ Rwy 17.



**MONUMENT HILL** MNH N39°13.13' W104°38.43'/7060.

DENVER

AWOS-3 134.375 303-648-3479.

L-10F

**MOUNT WERNER** (3MW) N40°26.95' W106°44.95'/10384.

DENVER

AWOS-3 127.125 970-871-5640.

L-9E

**MOVIE MANOR** (See MONTE VISTA)

**NORTH FORK VALLEY** (See PAONIA)

## NUCLA

**HOPKINS FLD** (AIB) 2 SW UTC-7(-6DT) N38°14.33' W108°33.80'

DENVER

5940 B S2 FUEL 100LL, JET A NOTAM FILE DEN

L-9D

RWY 05-23: H4600X75 (ASPH) S-9 MRL 0.9% up NE

IAP

RWY 11-29: 4000X80 (TURF-DIRT) 0.7% up SE

RWY 11: Road. RWY 29: Fence.

**AIRPORT REMARKS:** Attended 1500-0000Z†. +30' p-lines in hangar area. Migratory birds, wildlife and deer on and in/ovf arpt. Twy is marked with blue reflectors. Lgtd twy signs. Rwy 29 +30' hill 408' from thld on extended centerline, -75' terrain at thld.

**WEATHER DATA SOURCES:** AWOS-3 132.525 (970) 864-2325.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

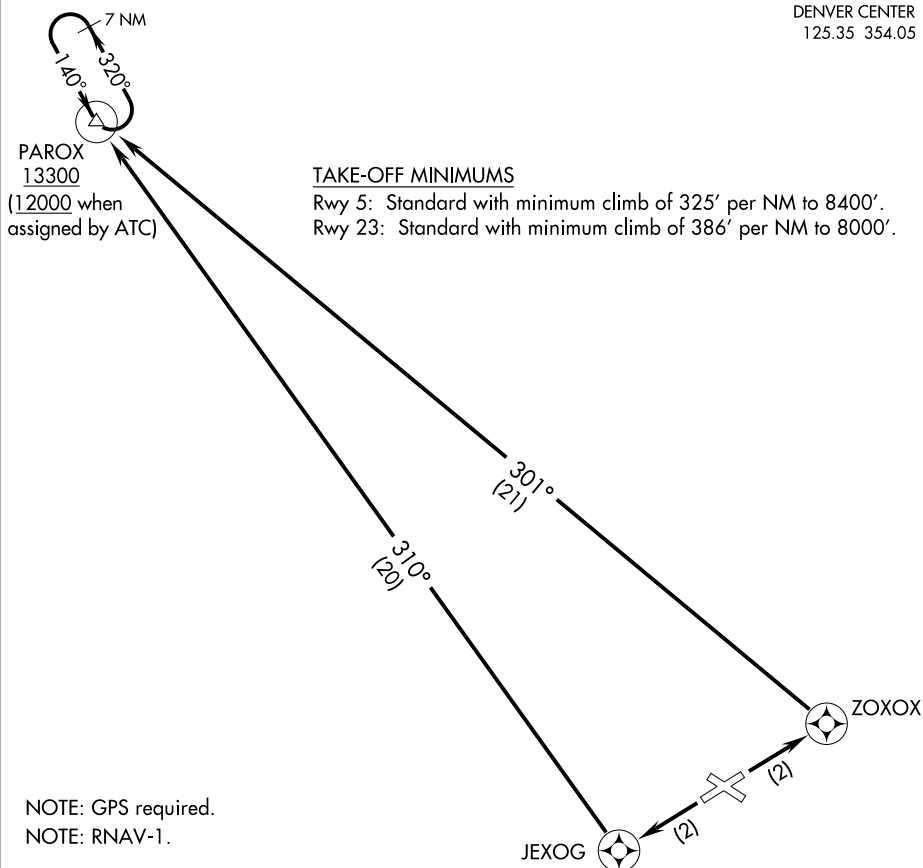
DENVER APP/DEP CON 125.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

DOVE CREEK (H) VORTACW 114.6 DVC Chan 93 N37°48.53' W108°55.88' 020° 31.1 NM to fld. 6990/14E.

COMM/NAV/WEATHER REMARKS: UNICOM answered by Sheriff Dispatch. avbl 24 hrs.

## NUCLA ONE DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER  
125.35 354.05TAKE-OFF OBSTACLE NOTES

Rwy 5: Vehicle on road at DER, left and right of centerline, 15' AGL/5962' MSL.

Tree 202' from DER, 309' right of centerline, 20' AGL/5979' MSL.

Rwy 23: Tree 13' from DER, 181' right of centerline, 20' AGL/5905' MSL.

Vehicle on road 209' from DER, left and right of centerline, 15' AGL/ 5922' MSL.

Tree 125' from DER, 91' left of centerline, 20' AGL/ 5902' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTIONTAKE-OFF RUNWAY 5: Climb to 12000 direct ZOXOX and left turn via 301° track to PAROX, thence . . .TAKE-OFF RUNWAY 23: Climb to 12000 direct JEXOG and right turn via 310° track to PAROX, thence . . .

. . . climb in PAROX holding pattern (hold NW, left turns, 140° inbound) to cross PAROX at or above 13300 (12000 when assigned by ATC) before proceeding enroute.

APP CRS <b>126°</b>	Rwy Idg TDZE Apt Elev <b>5940</b>	<b>N/A</b> <b>N/A</b> <b>5940</b>
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# RNAV (GPS)-A

NUCLA/HOPKINS FIELD (AIB)

<p><b>▼</b> DME/DME RNP-0.3 NA.</p> <p><b>▲</b> NA If local altimeter setting not received, procedure NA. Circling to Rwy 11/29 NA.</p>	<p>MISSED APPROACH: Climbing left turn to 12000 direct PAROX and hold, continue climb-in-hold to 12000.</p>
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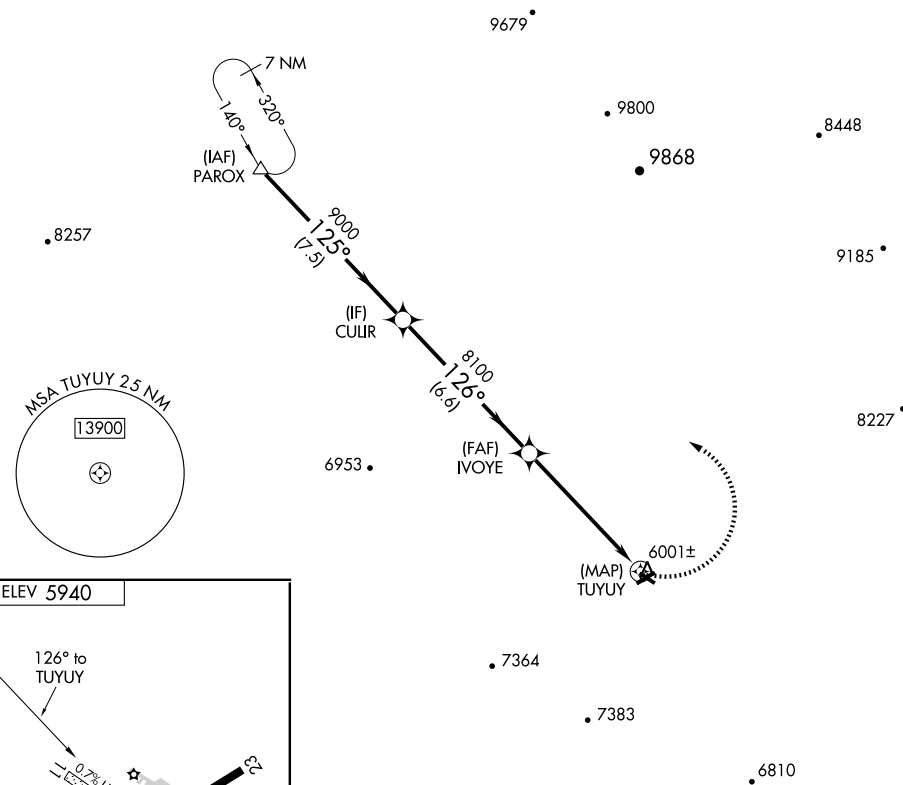
AWOS-3  
**132.525**

DENVER CENTER  
**125.35 354.05**

UNICOM  
**122.8** (CTAF)

NoPT for arrival at PAROX on V391 southbound.

All arrivals via V244 descend to 12000 in PAROX holding pattern before departing PAROX.

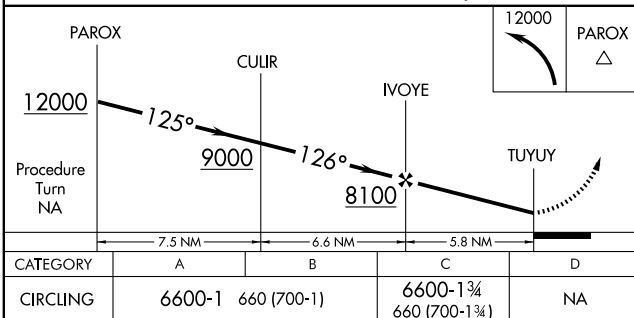


MIRL Rwy 5-23

NUCLA, COLORADO  
Orig 08157

38°14'N-108°34'W

NUCLA/HOPKINS FIELD (AIB)  
**RNAV (GPS)-A**



# PAGOSA SPRINGS

**STEVENS FLD** (PSO) 3 NW UTC-7(-6DT) N37°17.18' W107°03.36'

DENVER

7664 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE DEN

H-4K, L-81, 9E

RWY 01-19: H8100X100 (ASPH) S-59, D-70 MIRL

IAP

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 19: REIL. PAPI(P4R)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1500-0000Z†. Wildlife on and invof arpt. Balloon ops invof arpt. Twy B clsd to acft 12,500 pounds and over. Twy A2 connector to north ramp clsd. Tie downs ltd, call FBO 970-731-2127 for availability. +60' to 75' trees along sides of Rwy 01-19 outside primary surface. ACTIVATE MIRL Rwy 01-19 PAPI and REIL Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.175 (970) 731-0365

**COMMUNICATIONS:** CTAF/UNICOM 122.7

DENVER CENTER APP/DEP CON 118.575

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DRO.

DURANGO (L) VORW/DME 108.2 DRO Chan 19 N37°09.20' W107°44.98' 062° 34.2 NM to fld. 6660/14E.

# PAGOSA SPRINGS

**NORTH FORK VALLEY** (7V2) 3 SW UTC-7(-6DT) N38°49.88' W107°38.75'

DENVER

5798 S4 FUEL 100LL TPA-6598(800) NOTAM FILE DEN

L-9E

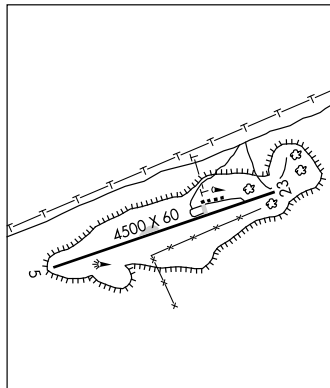
RWY 05-23: H4500X60 (ASPH) S-21 LIRL (NSTD)

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0100Z†, Sat-Sun irregularly. 24 hr self serve fuel avbl. Deer on and in vicinity of rwy. Rwy 05-23 CLOSED to touch and go landings. Rwy 05-23 has -50' to 75' terrain dropoff on both sides at various locations the entire length of rwy. Rwy 23 has -60' drop off at thld and within 30' of centerline at various locations. Two clear lgts indicate apron turnoff. Rwy 05-23 NSTD LIRL ops from dusk-0800Z†. Rwy 05-23 NSTD LIRL-bulbs in clear glass jars, NSTD thld lgts 2 clear thld lgts at each rwy end.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

BLUE MESA (H) VORW/DME 114.9 HBU Chan 96 N38°27.13' W107°02.39' 295° 36.4 NM to fld. 8730/14E.



**PERRY STOKES** (See TRINIDAD)

**PETEY** N38°41.66' W104°42.98' NOTAM FILE COS.

DENVER

NDB (MHW/LOM) 407 CO 354° 6.7 NM to City of Colorado Springs Muni.

L-10F

**PLATTE VALLEY AIRPARK** (See HUDSON)

APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>7664</b>
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**RNAV (GPS)-A**

PAGOSA SPRINGS / STEVENS FIELD (PSO)

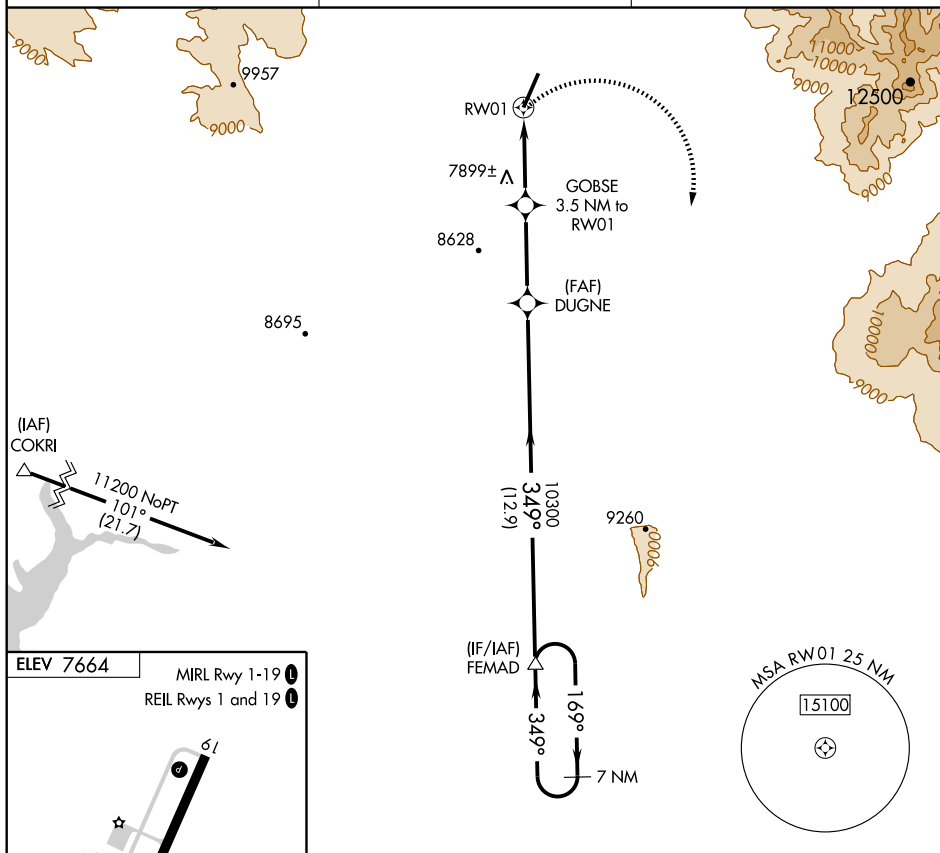
**▼** Circling to Rwy 19 NA at night. DME/DME RNP-0.3 NA.  
**▲** When local altimeter setting not received, use Durango altimeter setting: increase all MDAs 220 feet and visibility Cat. A ¼ mile, Cat. B ½ mile, Cat. C 1 mile.

**MISSED APPROACH:** Climbing right turn to 11200 direct FEMAD and hold.

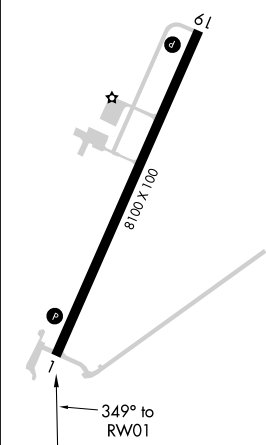
AWOS-3  
**127.175**

DENVER CENTER  
**118.575 348.7**

UNICOM  
**122.7 (CTAF) 0**



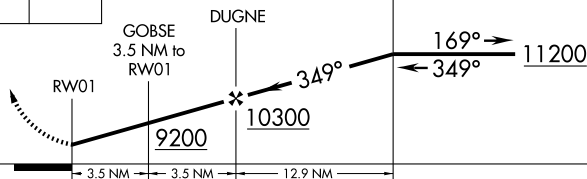
ELEV 7664

MIRL Rwy 1-19 **1**REIL Rws 1 and 19 **1**

11200

FEMAD  
▲

FEMAD

7 NM  
Holding Pattern

CATEGORY

A

B

C

D

CIRCLING

8400-1

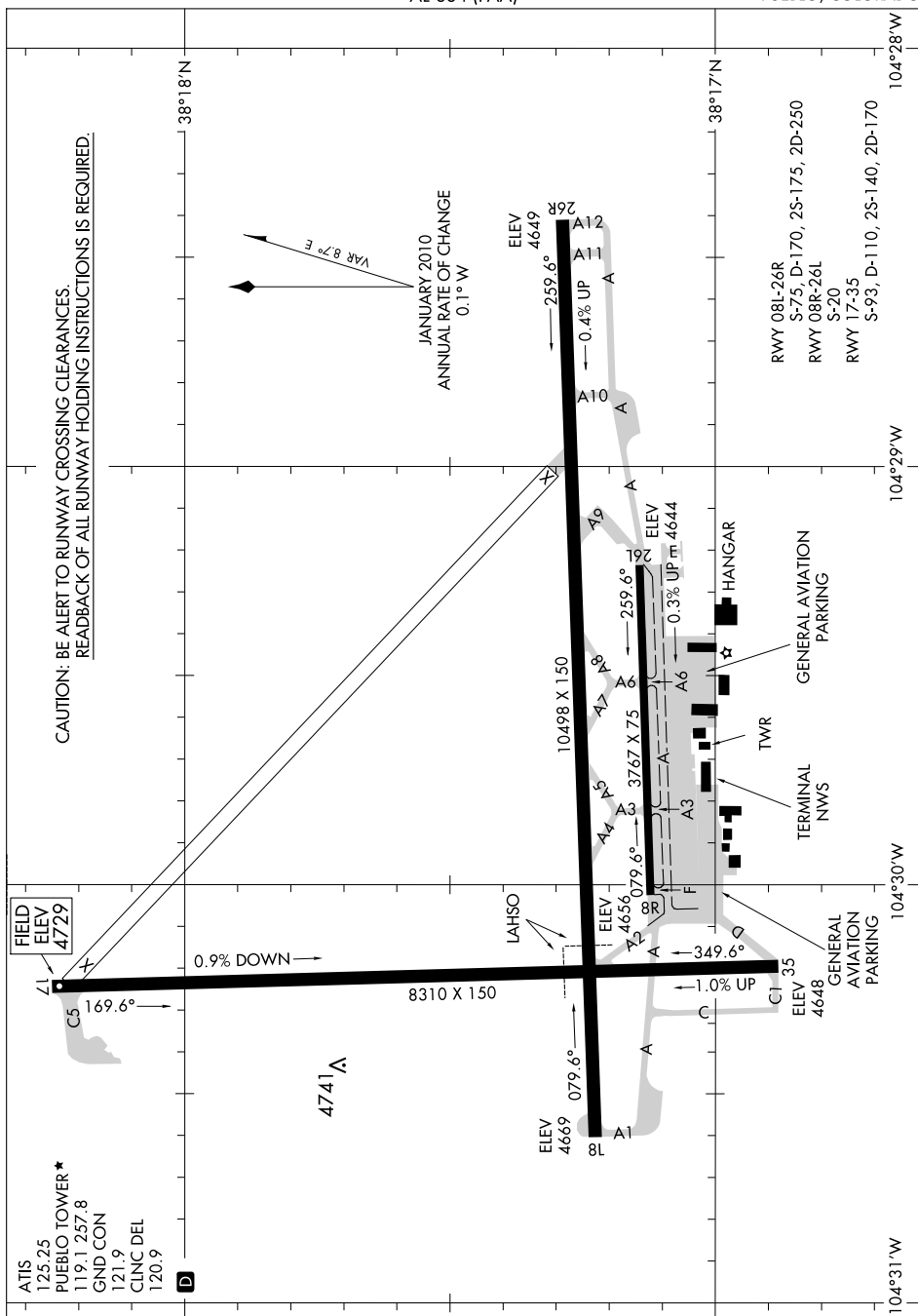
736 (800-1)

8400-2

736 (800-2)

NA

SW-1, 23 SEP 2010 to 21 OCT 2010



**PUEBLO MEM** (PUB) 5 E UTC-7(-6DT) N38°17.35' W104°29.79'

4729 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE PUB

**RWY 08L-26R:** H10498X150 (ASPH-PFC) S-75, D-170, 2S-175, 2D-250 HIRL

**RWY 08L:** MALS. PAPI(P4L)—GA 3.0° TCH 63'.

**RWY 26R:** REIL. PAPI(P4L)—GA 3.0° TCH 59'. 0.4% up.

**RWY 17-35:** H8310X150 (ASPH-PFC) S-93, D-110, 2S-140, 2D-170 MIRL

**RWY 17:** REIL. PAPI(P4L)—GA 3.0° TCH 50'. 0.9% down.

**RWY 35:** REIL. PAPI(P4L)—GA 3.0° TCH 45'. 1.0% up.

**RWY 08R-26L:** H3767X75 (ASPH) S-20 0.3% up W

**RWY 08R:** Rgt tfc. **RWY 26L:** Gnd.

#### LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 17</b>	08L-26R	5850
<b>RWY 26R</b>	17-35	8300

#### RUNWAY DECLARED DISTANCE INFORMATION

<b>RWY 08L:</b>	TORA-10496	TODA-10496	ASDA-10496	LDA-10496
<b>RWY 08R:</b>	TORA-3767	TODA-3767	ASDA-3767	LDA-3767
<b>RWY 17:</b>	TORA-8308	TODA-8308	ASDA-8308	LDA-8308
<b>RWY 26L:</b>	TORA-3767	TODA-3767	ASDA-3767	LDA-3767
<b>RWY 26R:</b>	TORA-10496	TODA-10496	ASDA-10496	LDA-10496
<b>RWY 35:</b>	TORA-8308	TODA-8308	ASDA-8308	LDA-8308

**AIRPORT REMARKS:** Attended Mon-Fri 1100-0600Z†, Sat 1100-0400Z†, Sun 1300-0500Z†. For fuel after hours call 719-948-4560/2447 or use 100LL self-svc. Be alert, intensive USAF student training invov Colorado Springs and Pueblo Colorado. Frequent usage of Rwy 08R-26L after SS by unlgtd mil tran acft.

Rwy 08R-26L avbl to acft under 12,500 pounds during dalgt hours. High volume training DA-20 acft Mon-Fri SR-SS. Overhead pat during training. Extensive use of training area 12-28 DME north to southwest of arpt 500' AGL to 8500' MSL Mon-Fri SR-SS. Rwy 08R-26L unlighted and unavbl at ngt. Rwy 08R-26L has blue twy edge lgts on N edge. When twr closed ACTIVATE HIRL Rwy 08L-26R, MIRL Rwy 17-35, MALS. Rwy 08L, PAPI Rwy 08L, Rwy 26R, Rwy 17, Rwy 35 and REIL Rwy 26R and Rwy 17—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** ASOS (719) 948-2803.

**COMMUNICATIONS:** CTAF 119.1 ATIS 125.25

UNICOM 122.95

RCO 122.2 (DENVER RADIO)

Ⓡ DENVER APP/DEP CON 120.1 (1300-0500Z†)

Ⓡ DENVER CENTER APP/DEP CON 128.375 (0500-1300Z†)

TOWER 119.1 (1300-0500Z†) GND CON 121.9 CLNC DEL 120.9

**AIRSPACE:** CLASS D svc effective 1300-0500Z† other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PUB.

(H) VORTACW 116.7 PUB Chan 114 N38°17.66' W104°25.77' 251° 3.2 NM to fld. 4759/13E.

MERTZ NDB (LOM) 302 PU N38°17.04' W104°38.82' 076° 7.1 NM to fld.

ARUBA NDB (MHW/LOM) 373 TF N38°17.45' W104°21.30' 258° 6.7 NM to fld.

ILS 108.3 I-TFR Rwy 26R. Class IE. LOM ARUBA NDB.

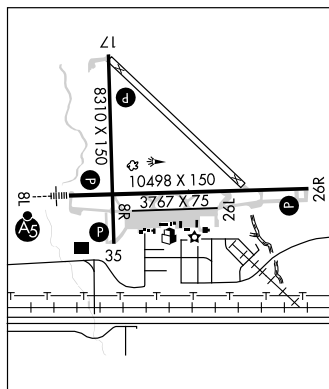
ILS 109.5 I-PUB Rwy 08L. Class IE. LOM MERTZ NDB. Unmonitored when twr closed.

ASR (1300-0500Z†)

DENVER

H-5A, L-10F

IAP, AD



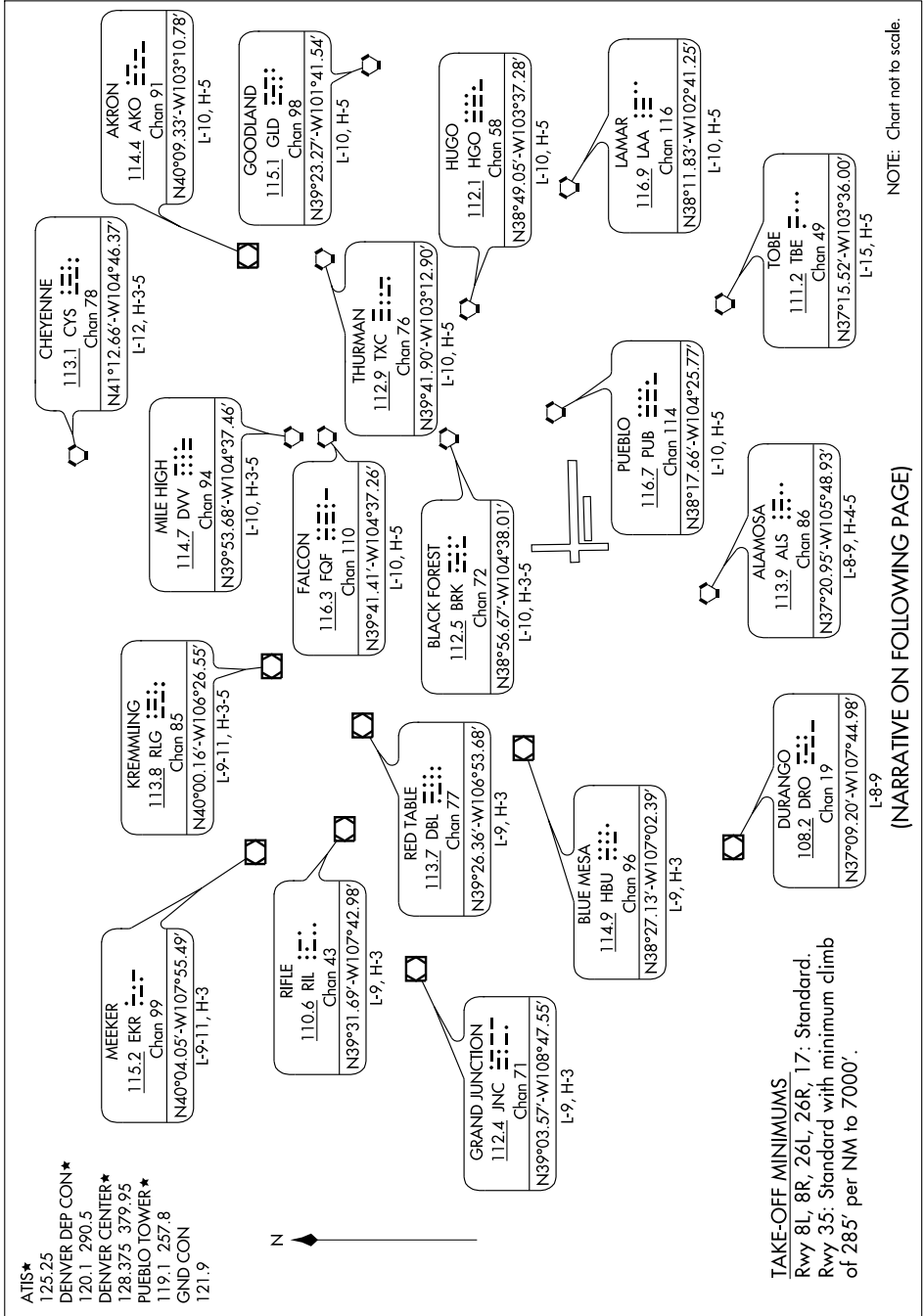


CANYON ONE DEPARTURE

SL-334 (FAA)

PUEBLO MEMORIAL (PUB)  
PUEBLO, COLORADO

SW-1, 23 SEP 2010 to 21 OCT 2010



SW-1, 23 SEP 2010 to 21 OCT 2010



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb assigned heading between 020° and 100° to 7000' or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 8R: Climb assigned heading between 020° and 100° to 7000' or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 26L: Climb assigned heading between 240° and 280° to 7000' or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 26R: Climb assigned heading between 240° and 280° to 7000' or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 17: Climb assigned heading between 150° and 190° to 7000' or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 35: Climb assigned heading between 020° and 040° to 7000' or assigned ATC altitude. Thence. . . .

. . . . Expect RADAR vectors to intercept filed/assigned route or enroute FIX/NAVAID. Maintain ATC assigned altitude. Expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS

If no transmissions are received within 1 minute after departure, maintain assigned heading until 7,000' (Runway 26 departures will need to turn left direct PUB VORTAC due to antenna NW of departure end), then climb to filed altitude direct PUB VORTAC.

TAKE-OFF OBSTACLE NOTES

Runway 8L: Rising terrain 57' from DER, 123' left of centerline, up to 4649' MSL.

Runway 8R: Rising terrain 180' from DER, 58' left of centerline, up to 4659' MSL.

Runway 26L: Rising terrain 110' from DER, 182' right of centerline, up to 4659' MSL, rising terrain 128' from DER, 122' left of centerline, up to 4659' MSL.

Runway 26R: Rising terrain 208' from DER, 446' right of centerline, up to 4679' MSL.

Runway 35: Rising terrain 2' from DER, 7' left of centerline, up to 4749' MSL, rising terrain 196' from DER, 11' right of centerline up to 4793' MSL, transmission poles 1.1 NM from DER, 703' right of centerline, 46' AGL/4925' MSL, RADAR reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

APP CRS <b>167°</b>	Rwy Idg TDZE Apt Elev	<b>8308</b> <b>4726</b> <b>4726</b>
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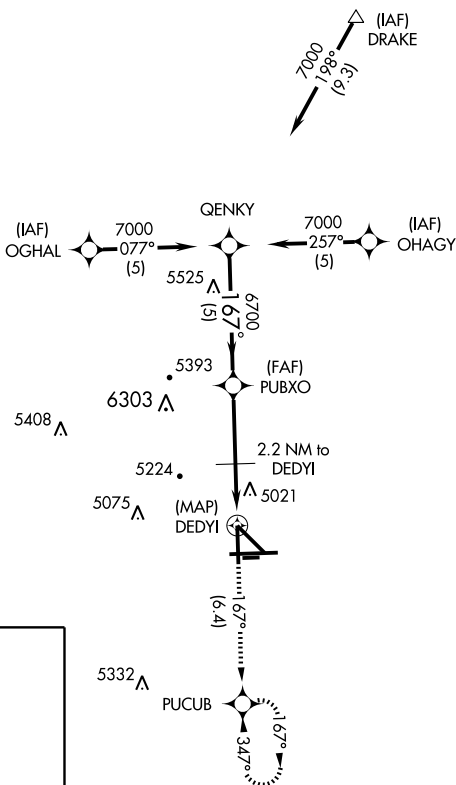
# GPS RWY 17

PUEBLO MEMORIAL (PUB)



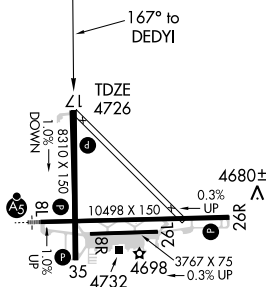
MISSED APPROACH: Climb to 7500 via 167° course to PUCUB WP and hold.

ATIS ★ <b>125.25</b>	DENVER APP CON ★ <b>120.1 290.5</b>	PUEBLO TOWER ★ <b>119.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>120.9</b>	UNICOM <b>122.95</b>
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ELEV 4726

D



MIRL Rwy 17-35 **1**  
HIRL Rwy 8L-26R **1**  
REIL Rwy 35  
REIL Rws 17 and 26R **1**

QENKY		VGSi and descent angles not coincident.		7500	PUCUB
7000		PUBXO		↑ 167°	✧
Procedure Turn NA		2.2 NM to DEDYI		DEDYI	
5 NM		2.8 NM		2.2 NM	
CATEGORY	A	B	C	D	
S-17	5280-1	554 (600-1)	5280-1½ 554 (600-1½)	5280-1¾ 554 (600-1¾)	
CIRCLING	5340-1	614 (700-1)	5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)	

PUEBLO, COLORADO

Orig-B 10154

PUEBLO MEMORIAL (PUB)

38°17'N - 104°30'W

GPS RWY 17

APP CRS <b>347°</b>	Rwy Idg TDZE <b>4674</b> Apt Elev <b>4726</b>	<b>8308</b>
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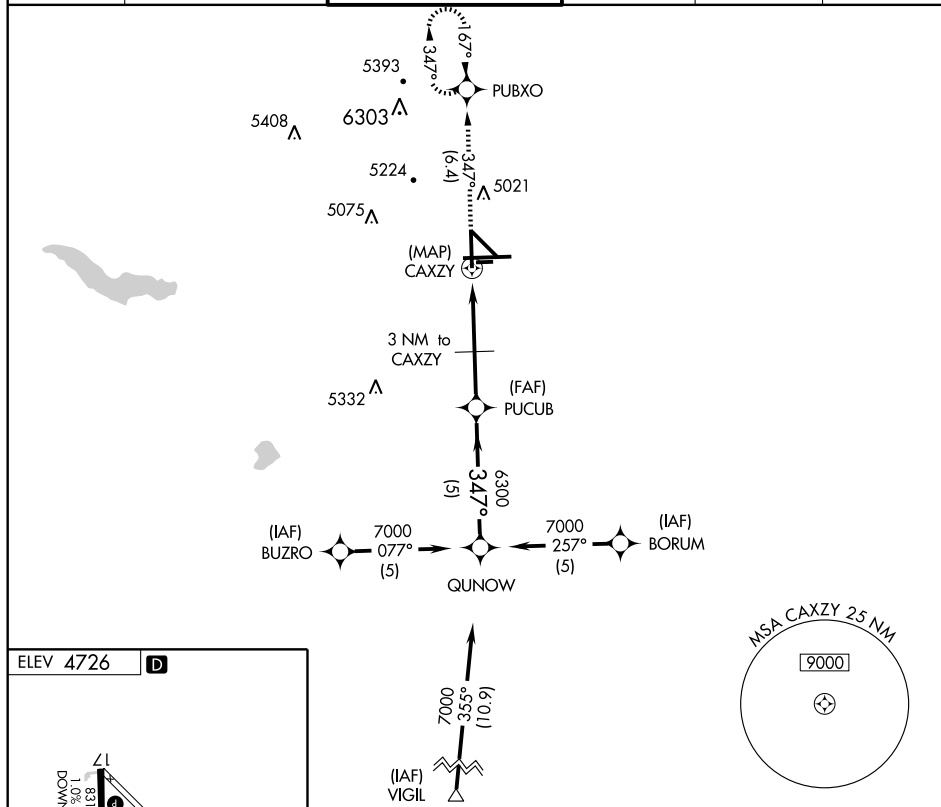
# GPS RWY 35

PUEBLO MEMORIAL (PUB)

NA

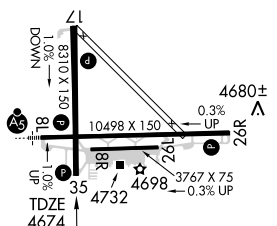
MISSED APPROACH: Climb to 7500 via 347° course to PUBXO WP and hold.

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
<b>125.25</b>	<b>120.1 290.5</b>	<b>119.1 (CTAF) 0 257.8</b>	<b>121.9</b>	<b>120.9</b>	<b>122.95</b>



ELEV 4726

D



MRL Rwy 17-35  
HIRL Rwy 8L-26R  
REIL Rwy 35  
REIL Rwy 17 and 26R

	PUBXO	3 NM to CAXZY	PUCUB	GUNOW
	7500	1 NM to CAXZY	3.05° TCH 36	7000
	347°	CAXZY	5620	6300
		1 NM	2 NM	2 NM
CATEGORY	A	B	C	D
S-35	5000-1 326 (300-1)			
CIRCLING	5340-1	614 (700-1)	5340-1 3/4 614 (700-1 3/4)	5360-2 634 (700-2)

PUEBLO, COLORADO

Orig-A 10154

PUEBLO MEMORIAL (PUB)

38°17'N - 104°30'W

GPS RWY 35

LOC I-PUB <b>109.5</b>	APP CRS <b>077°</b>	Rwy Idg TDZE Apt Elev	<b>10496</b> <b>4668</b> <b>4726</b>
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# ILS or LOC RWY 8L

## PUEBLO MEMORIAL (PUB)

**V** \* Procedure turn not authorized for Cat. E aircraft.  
**A** Cat. E circling not authorized west of Rwy 17-35.  
 ILS glideslope unusable for coupled approaches below 4910 MSL.

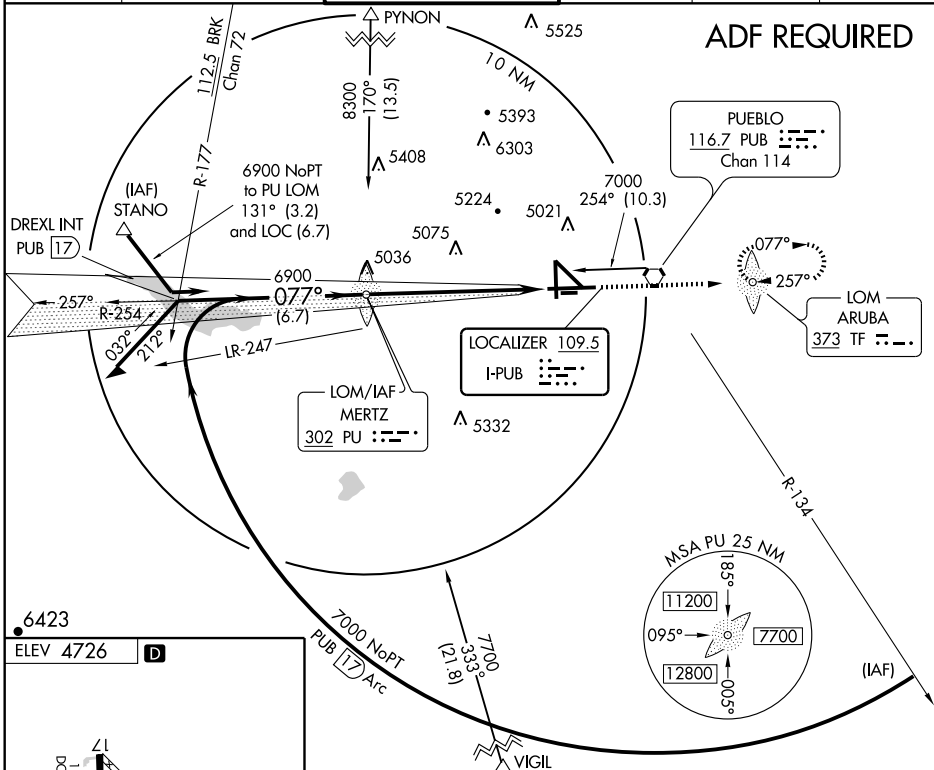
MALSR



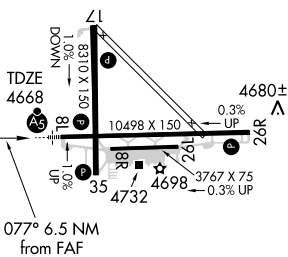
MISSED APPROACH: Climb to 7000 direct ARUBA LOM and hold.

ATIS ★ <b>125.25</b>	DENVER APP CON ★ <b>120.1 290.5</b>	PUEBLO TOWER ★ <b>119.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>120.9</b>	UNICOM <b>122.95</b>
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### ADF REQUIRED



6423  
ELEV 4726 **D**



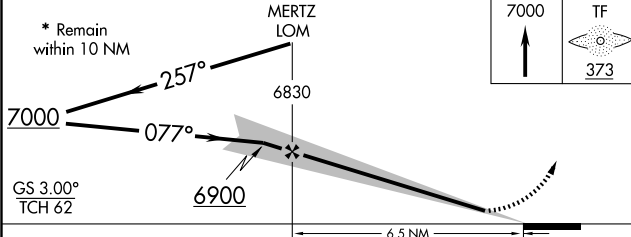
MIRL Rwy 17-35 **L**  
 HIRL Rwy 8L-26R **L**  
 REIL Rwy 35  
 REIL Rwys 17 and 26R **L**

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

PUEBLO, COLORADO

Amdt 22C 10154

\* Remain within 10 NM



CATEGORY	A	B	C	D	E
S-ILS 8L	4868-½ 200 (200-½)				
S-LOC 8L	5260-½ 592 (600-½)	5260-1 592 (600-1)	5260-1¼ 592 (600-1¼)	5260-1½ 592 (600-1½)	5260-1½ 592 (600-1½)
CIRCLING	5340-1 614 (700-1)	5340-1¼ 614 (700-1¼)	5380-2 654 (700-2)	5660-3 934 (1000-3)	5660-3 934 (1000-3)

PUEBLO MEMORIAL (PUB)

# ILS or LOC RWY 8L

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

38°17'N - 104°30'W

# ILS or LOC RWY 26R

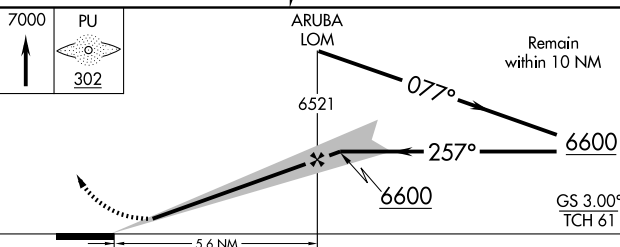
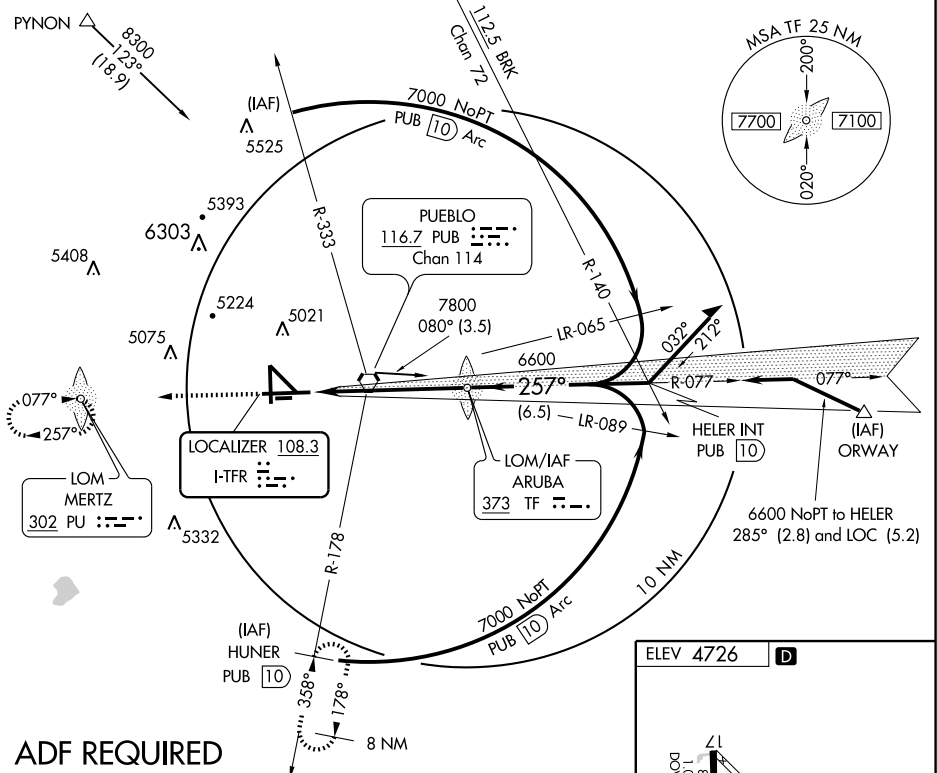
PUEBLO MEMORIAL (PUB)

LOC I-TFR <b>108.3</b>	APP CRS <b>257°</b>	Rwy Idg TDZE Apt Elev	<b>10496</b> <b>4656</b> <b>4726</b>
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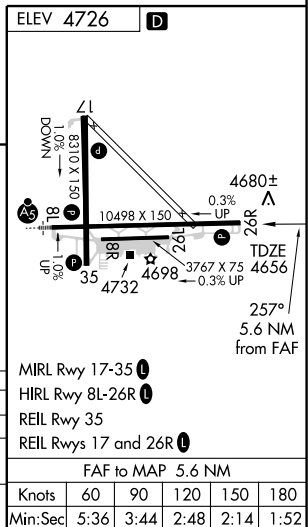
**Procedure not authorized when Pueblo altimeter setting not available.**

**MISSED APPROACH:** Climb to 7000 direct MERTZ LOM and hold. (TACAN aircraft climb to 5500 then climbing left turn to 8000 via PUB R-178 to HUNER 10 DME and hold south, right turns 358° inbound, 8 NM legs).

ATIS ★ <b>125.25</b>	DENVER APP CON ★ <b>120.1 290.5</b>	PUEBLO TOWER ★ <b>119.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>120.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 26R	4856- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )			
S-LOC 26R	5060-1	404 (400-1)	5060-1 $\frac{1}{4}$	404 (400-1 $\frac{1}{4}$ )
CIRCLING	5340-1	614 (700-1)	5340-1 $\frac{3}{4}$	5380-2
			614 (700-1 $\frac{3}{4}$ )	654 (700-2)



## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
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## COLORADO SPRINGS, CO

## CITY OF COLORADO SPRINGS

MUNI (COS)	31	17R-35L	7,450 feet
	35L	13-31	10,250 feet

## PUEBLO, CO

PUEBLO MEMORIAL (PUB)	17	08L-26R	5,850 feet
	26R	17-35	8,300 feet

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

WAAS CH <b>61011</b> <b>W08A</b>	APP CRS <b>077°</b>	Rwy Idg TDZE Apt Elev	<b>10496</b> <b>4668</b> <b>4726</b>
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## RNAV (GPS) RWY 8L

PUEBLO MEMORIAL (PUB)

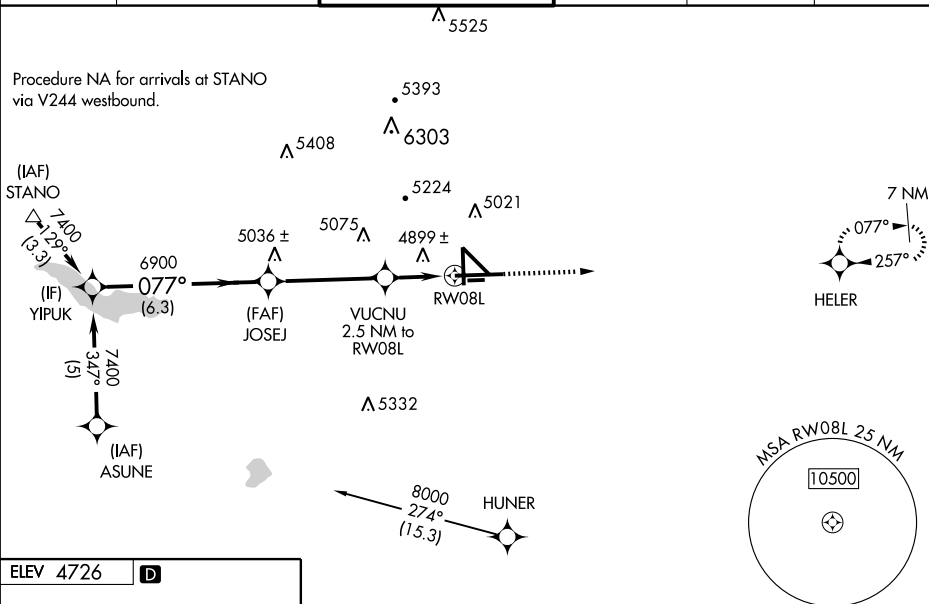
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 40°C (104°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use La Junta altimeter setting and increase all DA/MDA 200 feet and increase visibilities: LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ¾ mile, and Circling Cat B ¾ mile and Cats C and D ¾ mile. When using La Junta altimeter setting, for inoperative MALSR increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using La Junta altimeter setting.

MALSR



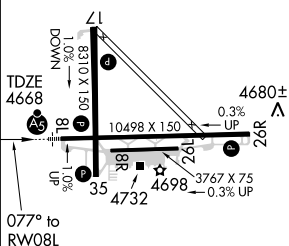
MISSED APPROACH:  
Climb to 7000 direct  
HELER and hold.

ATIS ★ <b>125.25</b>	DENVER APP CON ★ <b>120.1 290.5</b>	PUEBLO TOWER ★ <b>119.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>120.9</b>	UNICOM <b>122.95</b>
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ELEV 4726

D



MIRL Rwy 17-35  
HIRL Rwy 8L-26R  
REIL Rwy 35  
REIL Rws 17 and 26R

PUEBLO, COLORADO

Orig-A 10154

38°17'N - 104°30'W

PUEBLO MEMORIAL (PUB)

RNAV (GPS) RWY 8L



WAAS CH <b>45702</b> <b>W26A</b>	APP CRS <b>257°</b>	Rwy Idg <b>10496</b> TDZE <b>4656</b> Apt Elev <b>4726</b>
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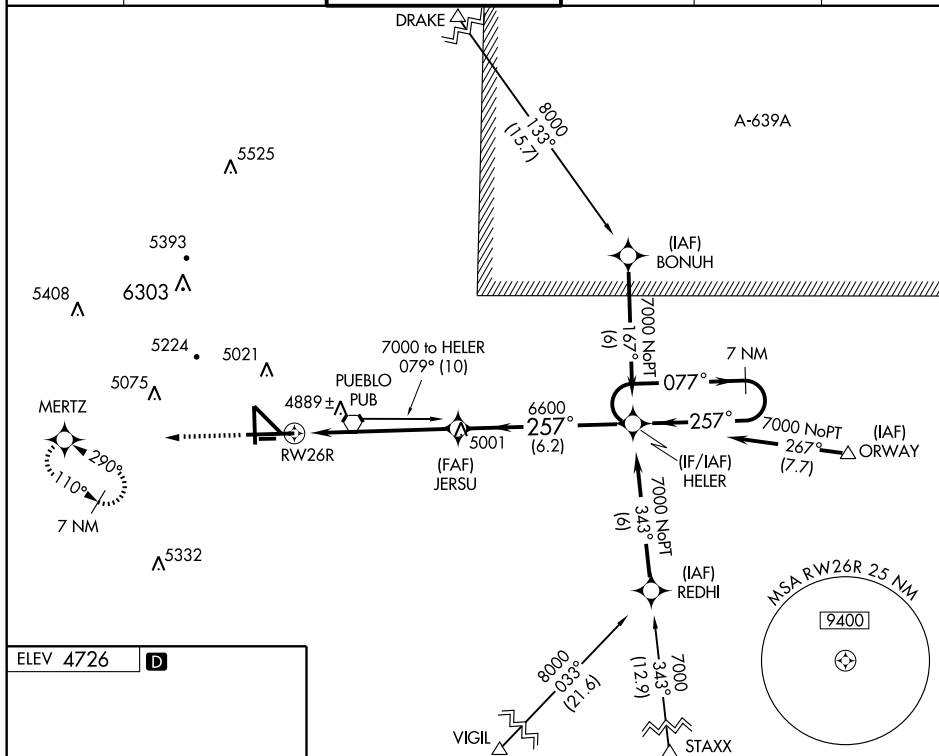
## RNAV (GPS) RWY 26R

PUEBLO MEMORIAL (PUB)

**▼** DME/DME RNP-0.3 NA.  
**▲** If local altimeter setting not received, use city of Colorado Springs Muni altimeter setting and increase all DAs 369 feet and MDAs 380 feet. VDP NA when using city of Colorado Springs Muni altimeter setting.

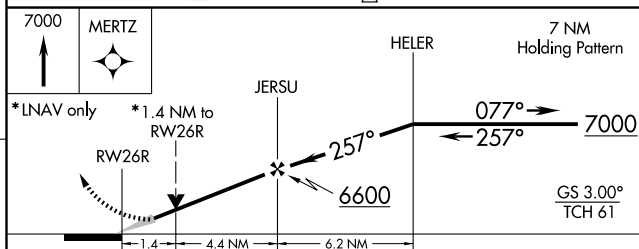
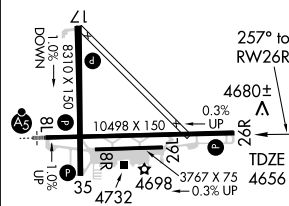
MISSED APPROACH: Climb to 7000 direct MERTZ and hold.

ATIS ★ 125.25	DENVER APP CON ★ 120.1 290.5	PUEBLO TOWER ★ 119.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 120.9	UNICOM 122.95
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ELEV	4726
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**D**



CATEGORY	A	B	C	D
LPV DA	4856- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )			
LNAV MDA	5140-1 484 (500-1)	5140-1 $\frac{1}{4}$ 484 (500-1 $\frac{1}{4}$ )	5140-1 $\frac{1}{2}$ 484 (500-1 $\frac{1}{2}$ )	
CIRCLING	5340-1 614 (700-1)	5340-1 $\frac{3}{4}$ 614 (700-1 $\frac{3}{4}$ )	5380-2 654 (700-2)	

MIRL Rwy 17-35 L

HIRL Rwy 8L-26R **L**

REIL Rwy 35

REIL Rwy 17 and 26R **L**

PUEBLO, COLORADO

Amdt 1B 10154

PUEBLO MEMORIAL (PUB)

38°17'N - 104°30'W

RNAV (GPS) RWY 26R

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1. 23 SEP 2010 to 21 OCT 2010

VORTAC PUB <b>116.7</b> Chan <b>114</b>	APP CRS <b>244°</b>	Rwy Idg TDZE Apt Elev	<b>10496</b> <b>4656</b> <b>4726</b>
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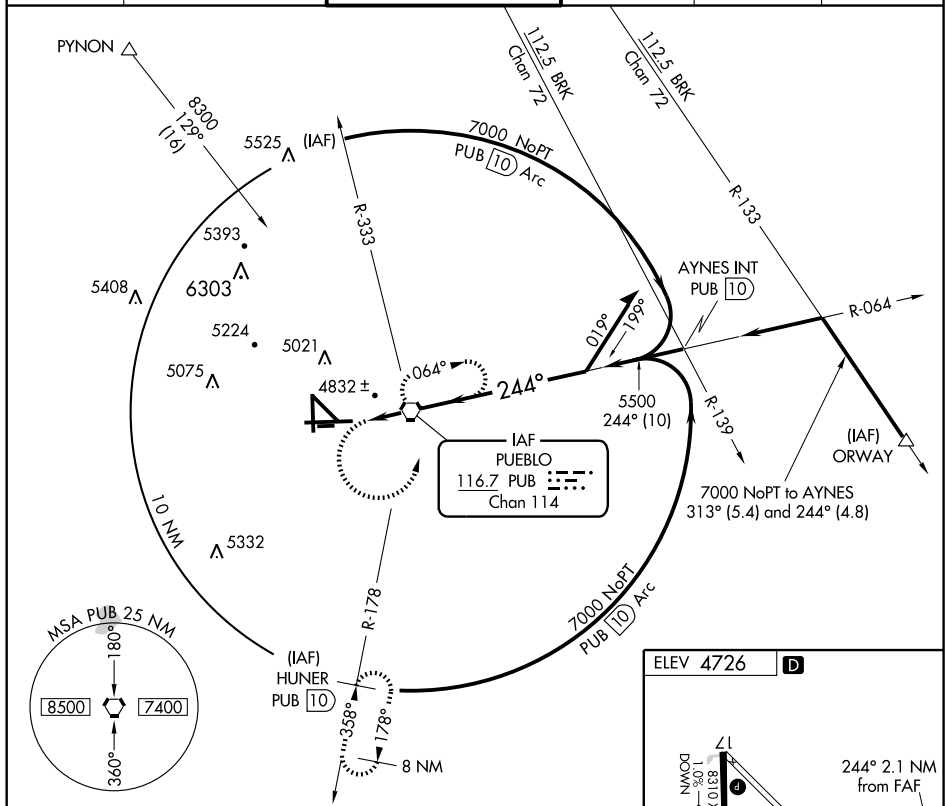
# VOR or TACAN RWY 26R





PUEBLO MEMORIAL (PUB)

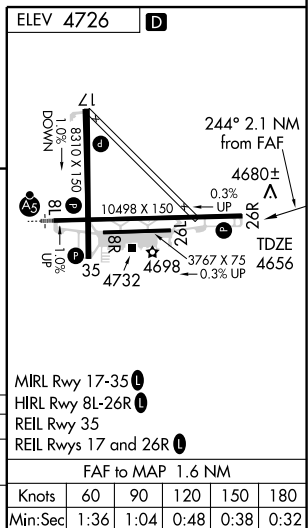
**V** Procedure not authorized when Pueblo altimeter setting not available.

MISSED APPROACH: Climbing left turn to 7000 direct PUB VORTAC and hold. (TACAN aircraft climbing left turn to 8000 via PUB R-178 to HUNER 10 DME and hold south, right turns, 358° inbound, 8 NM legs.)

ATIS ★ <b>125.25</b>	DENVER APP CON ★ <b>120.1 290.5</b>	PUEBLO TOWER ★ <b>119.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>120.9</b>	UNICOM <b>122.95</b>
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7000	PUB  <u>116.7</u>	VORTAC		Remain within 10 NM
			064°	7000
	PUB <u>1.6</u>		244°	5500
	0.5	1.6 NM		
CATEGORY	A	B	C	D
S-26R	5100-1	444 (400-1)	5100-1 ¼ 444 (400-1 ¼)	5100-1 ½ 444 (400-1 ½)
CIRCLING	5340-1	614 (700-1)	5340-1 ¾ 614 (700-1 ¾)	5380-2 654 (700-2)



**RANGELY** (4VØ) 2 E UTC-7(-6DT) N40°05.64' W108°45.78'

CHEYENNE

5275 B **FUEL** 100LL NOTAM FILE DEN

H-3E, L-9D, 11E

**RWY 06-24:** H6408X75 (ASPH) S-28, D-28 MIRL

**RWY 06:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Thld dspcd 300'.

Road. Rgt tfc.

**RWY 24:** REIL. Road.

**AIRPORT REMARKS:** Attended continuously. Self-service fuel avbl with credit card. For svc call 970-675-2316. Minor emergency services upon request. Monitor 123.5 for training ops at arpt. Three flashing hazard bcns outline obstruction hills east. Rwy 06-24 shoulders soft when wet. Deer periodically on and in vicinity of arpt. +60 trees 2300' from Rwy 06. Twy marked with yellow reflectors. **ACTIVATE MIRL** Rwy 06-24 and REIL Rwy 06 and Rwy 24—CTAF. PAPI Rwy 06 opr continuously.

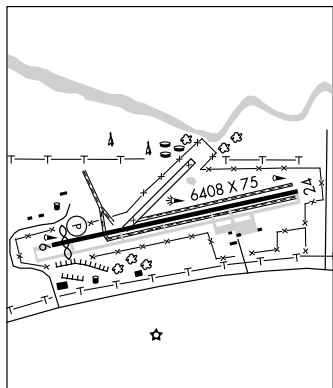
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RCO** 122.65 (DENVER RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

**MEEKER (H) VORW/DME** 115.2 EKR Chan 99 N40°04.05'

W107°55.49' 258° 38.6 NM to fld. 7620/15E.



**RED TABLE** N39°26.36' W106°53.68' NOTAM FILE DEN.

DENVER

(H) **VORW/DME** 113.0 DBL Chan 77 356° 12.3 NM to Eagle Co. Rgnl. 11800/12E.

H-3E, L-9E

**RED TABLE MOUNTAIN** N39°26.61' W106°54.16'

DENVER

**RCO** 122.4 (DENVER RADIO)

L-9E

**RIFLE** N39°31.69' W107°42.98' NOTAM FILE RIL.

DENVER

(L) **VORW/DME** 110.6 RIL Chan 43 at Garfield Co Rgnl 5529/12E.

H-3E, L-9E

VOR portion unusable:

051°-100° byd 30 NM blo 14,000'

101°-190° byd 30 NM blo 15,000'

191°-230° byd 30

DME portion unusable:

Byd 30 NM

041°-220° byd 20 NM blo 14,000'

221°-260° byd 20 NM blo 12,000'

**RCO** 122.5 (DENVER RADIO)

231°-324° byd 30 NM blo 15,000'

325°-050° byd 30 NM blo 16,000'

261°-280° byd 20 NM blo 13,000'

281°-040° byd 20 NM blo 12,000'

## RIFLE

**GARFIELD CO RGNL** (RIL) 3 E UTC-7(-6DT) N39°31.58' W107°43.62'

DENVER

5548 B S4 **FUEL** 100LL, JET A OX 1, 4 NOTAM FILE RIL

H-3E, L-9E

**RWY 08-26:** H7011X100 (ASPH-GRVD) S-70, D-85, 2S-108, 2D-137 MIRL 1.2% up E

IAP

**RWY 08:** REIL. VASI(V2L)—GA 3.0° TCH 51'.

**RWY 26:** ODALS. REIL. VASI(V2L)—GA 3.5° TCH 51'. Hill. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Fuel avbl 24 hrs, self-service. Rwy 08-26 slick when wet, arpt manager recommends ldg uphill on Rwy 08 when able. After winter snow storms arpt opens before all twys are clear. User fee for acct 12,500 lbs or more. Overnight parking fee. **ACTIVATE MIRL** Rwy 08-26, ODALS Rwy 26, and REIL Rwy 08 and Rwy 26 and VASI Rwy 08 and Rwy 26—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.275 (970) 625-2206.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

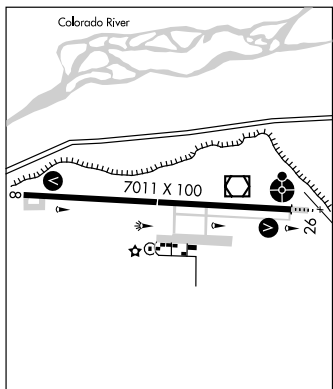
**DENVER CENTER APP/DEP CON** 134.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RIL.

**RIFLE (L) VORW/DME** 110.6 RIL Chan 43 N39°31.69'

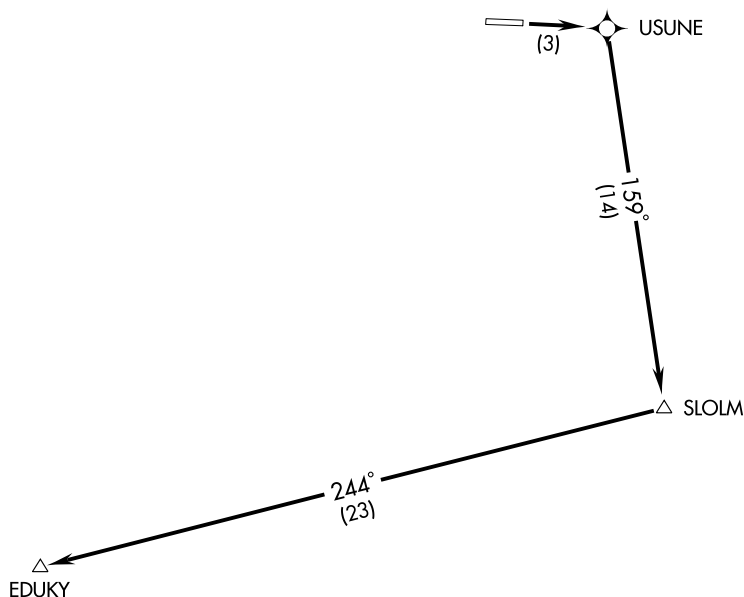
W107°42.98' at fld. 5529/12E.

**ILS/DME** 110.9 I-RIL Chan 46 Rwy 26.



## EDUKY TWO DEPARTURE (RNAV)

DENVER CENTER  
134.5 327.8

TAKE-OFF MINIMUMS

Rwy 26: NA- ATC.

Rwy 8: Standard with a minimum climb of 396' per NM to 11100.

NOTE: GPS Required.

NOTE: RNAV 1

TAKE-OFF OBSTACLE NOTES

Rwy 8: Multiple transmission line towers beginning 1.2 NM from DER, 437' right of centerline, up to 150' AGL/6069' MSL.

Numerous trees beginning 1.9 NM from DER, 647' right of centerline, up to 100' AGL/5983' MSL.

Terrain beginning 124' from DER, 287' right of centerline, up to 5863' MSL.

Pole, 1083' from DER, 656' right of centerline, 28' AGL/5588' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb to 13000 direct USUNE, and via 159° track to SLOLM and via 244° track to EDUKY.

LOC/DME I-RIL <b>110.9</b> Chan <b>46</b>	APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev <b>7011</b> <b>5548</b> <b>5548</b>
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ILS RWY 26

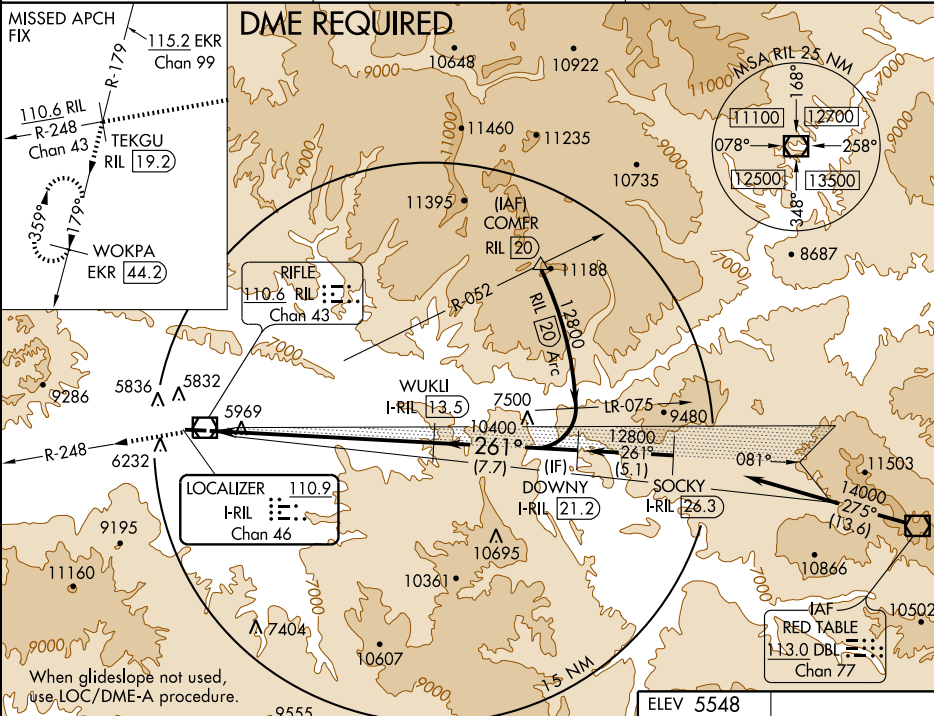
RIFLE/GARFIELD COUNTY RGNL (RIL)

**V** Circling not authorized.  
**A** Use I-RIL DME when on localizer course.  
Visibility reduction by helicopters NA.

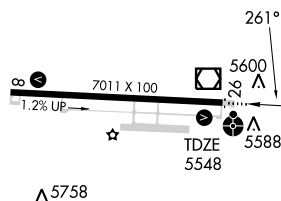
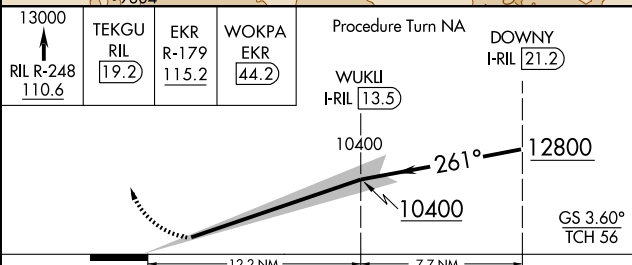
ODALS



MISSED APPROACH: Climb to 13000 via RIL VOR/DME  
R-248 to TEKGU/RIL 19.2 DME and via EKR VOR/DME  
R-179 to WOKPA/EKR 44.2 DME and hold.

ASOS  
**135.275**DENVER CENTER  
**134.5 327.8**UNICOM  
**122.8 (CTAF) 0**

ELEV 5548



CATEGORY	A	B	C	D
S-ILS 26	6800-4	1252 (1300-4)		NA

MIRL Rwy 8-26 0  
REIL Rwy 8 and 26 0

LOC/DME I-RIL <b>110.9</b> Chan <b>46</b>	APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>5548</b>
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LOC/DME-A  
RIFLE/GARFIELD COUNTY RGNL(RIL)

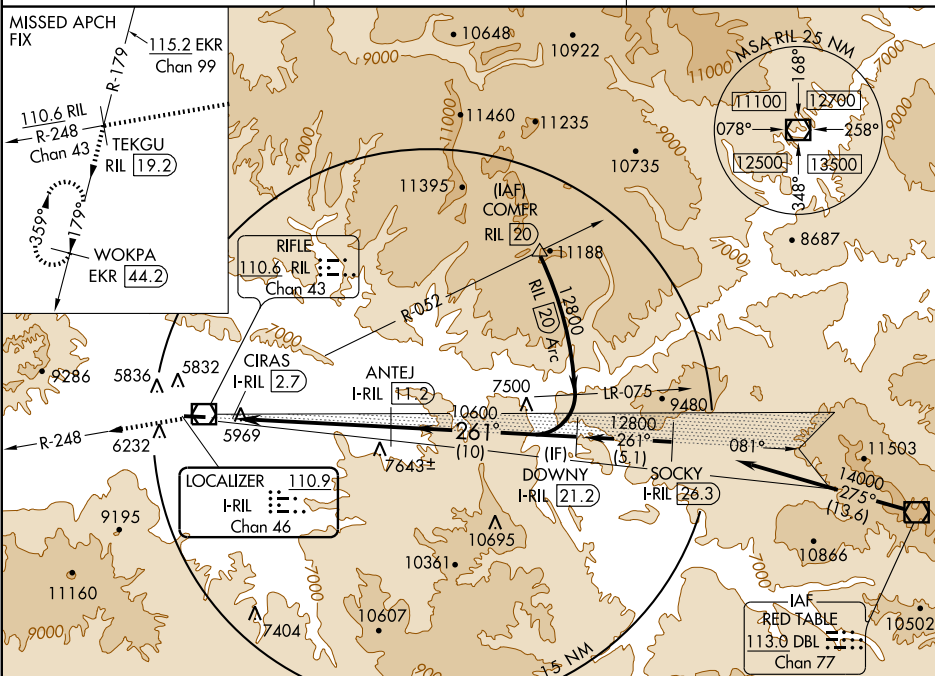
**T**  
**A** Circling not authorized at night south of Rwy 8-26.  
Use I-RIL DME when on localizer course.

**MISSED APPROACH:** Climb to 13000 via RIL VOR/DME R-248 to TEKGU/RIL 19.2 DME and via EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold.

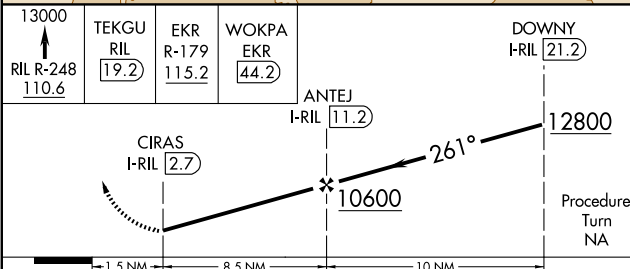
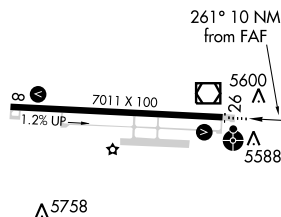
ASOS  
135.275

DENVER CENTER  
134.5 327.8

UNICOM  
122.8 (CTAF) 



ELEV 5548



CATEGORY	A	B	C	D
CIRCLING	7860-1 <sup>3</sup> / <sub>4</sub>	2312 (2400-1 <sup>3</sup> / <sub>4</sub> )	7860-3 2312 (2400-3)	NA

MIRL Rwy 8-26 **L**  
REIL Rwy 8 and 26 **L**

APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev	<b>7011</b> <b>5548</b> <b>5548</b>
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## RNAV (GPS) W RWY 26

RIFLE/GARFIELD COUNTY RGNL(RIL)



Circling not authorized at night south of Rwy 8-26.

Visibility reduction by helicopters NA.

DME/DME RNP-0.3 NA.

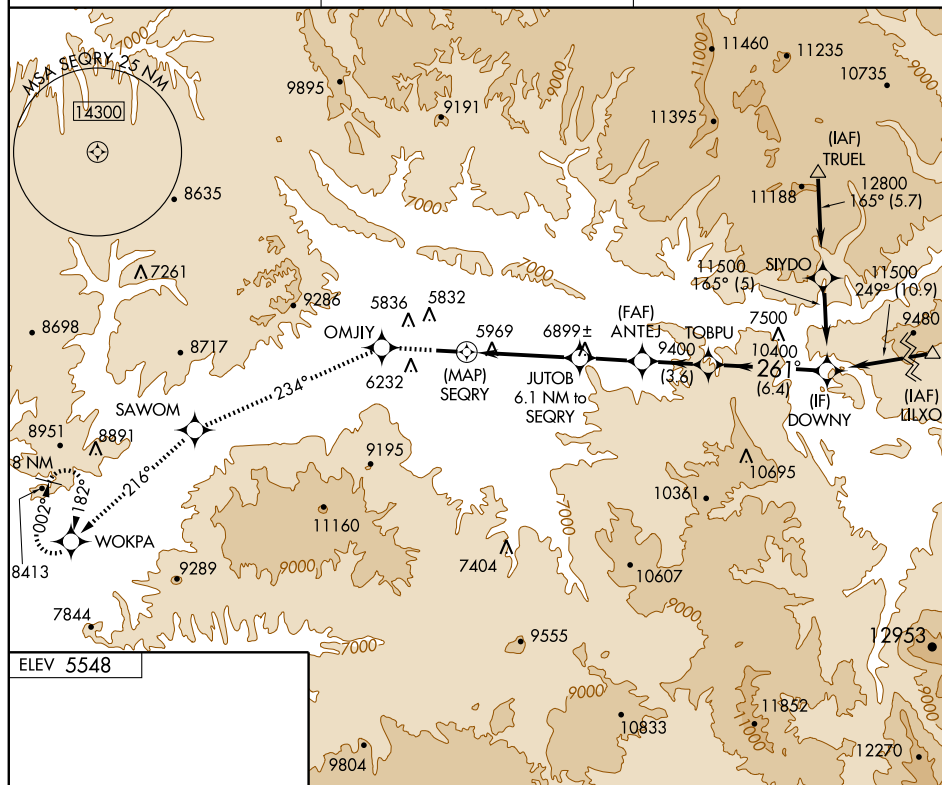
ODALS



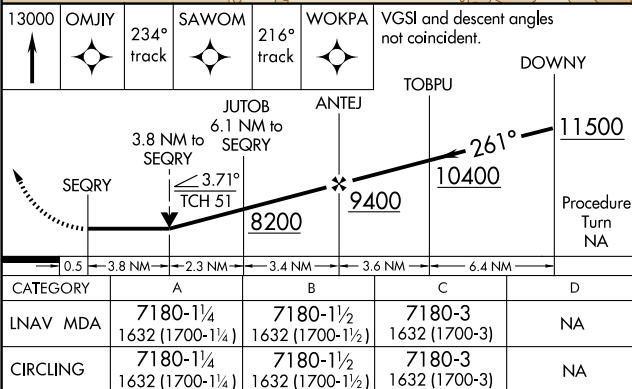
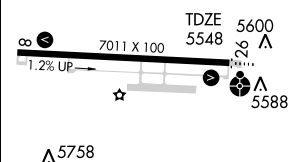
**MISSED APPROACH:** Climb to 13000 direct OMJY and via 234° track to SAWOM and via 216° track to WOKPA and hold.

ASOS  
135.275DENVER CENTER  
134.5 327.8

UNICOM  
122.8 (CTAF) 



ELEV 5548

MIRL Rwy 8-26 **L**REIL Rwys 8 and 26 **L**

RIFLE, COLORADO

Orig 09127

RIFLE/GARFIELD COUNTY RGNI (RTL)

39°32'N-107°44'W

## RNAV (GPS) W RWY 26

SW-1. 23 SEP 2010 to 21 OCT 2010

WAAS  
CH 93708  
W26A

APP CRS  
261°

Rwy Idg	<b>7011</b>
TDZE	<b>5548</b>
Apt Elev	<b>5548</b>

## RNAV (GPS) X RWY 26

RIFLE/GARFIELD COUNTY RGNL (RIL)



Visibility reduction by helicopters NA.  
DME/DME RNP-0.3 NA.

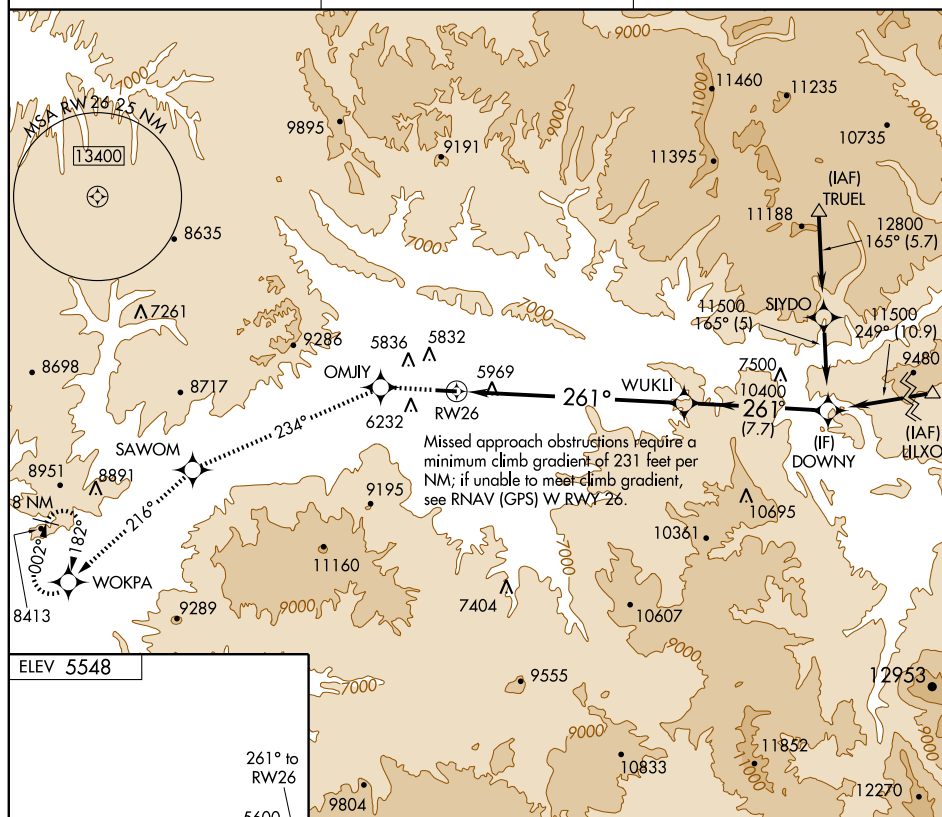
ODALS



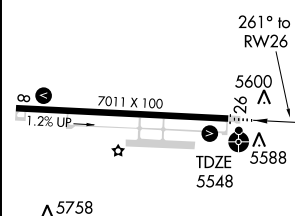
**MISSED APPROACH:** Climb to 13000 direct OMJIY and via 234° track to SAWOM and via 216° track to WOKPA and hold.

ASOS  
135.275

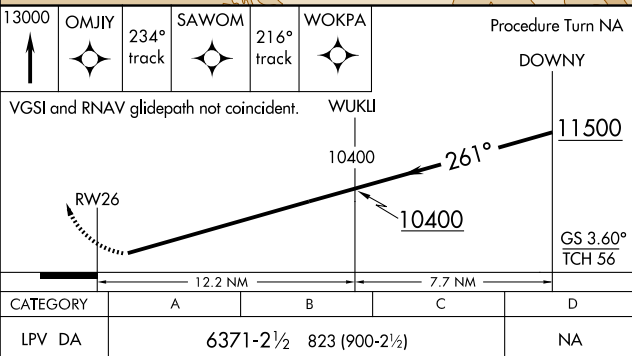
DENVER CENTER  
134.5 327.8

UNICOM  
122.8 (CTAF) 

ELEV	5548
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MIRL Rwy 8-26 **L**

REIL Rwy 8 and 26 L



RIFLE, COLORADO

Orig 09127

39°32'N-107°44'W

RIFLE/GARFIELD COUNTY RGNL (RIL)

## RNAV (GPS) X RWY 26

SW-1. 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



APP CRS	Rwy ldg	<b>7011</b>
<b>066°</b>	TDZE	<b>5498</b>
	Apt Elev	<b>5548</b>

# RNAV (GPS) Y RWY 8

RIFLE/GARFIELD COUNTY RGNL (RIL)

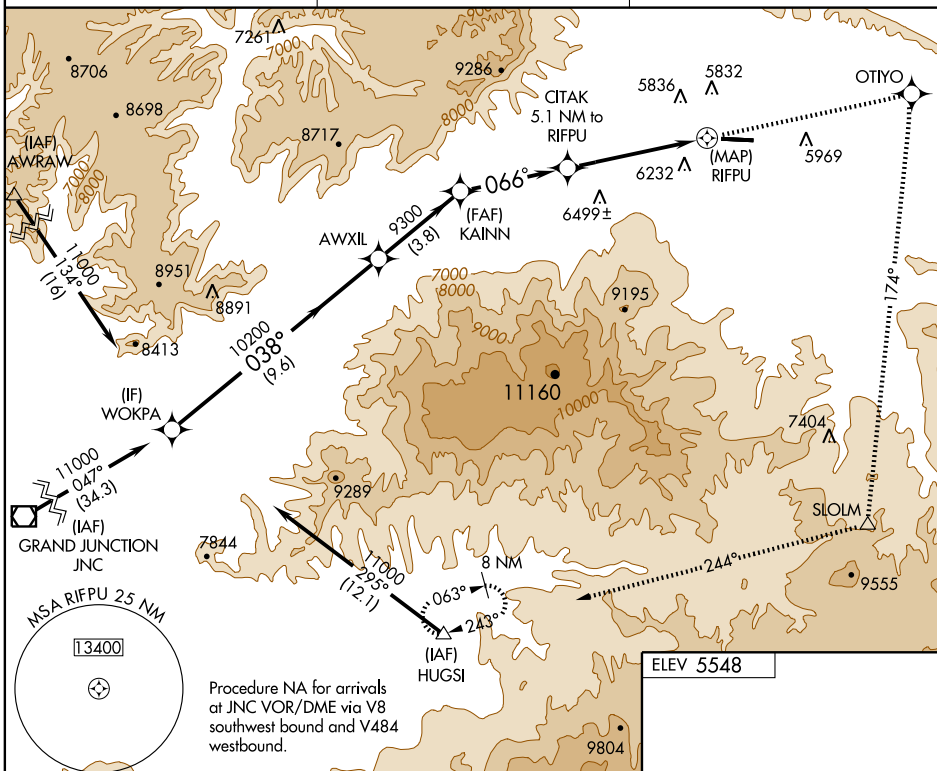
**V** Circling not authorized at night south of Rwy 8-26.  
**A** Visibility reduction by helicopters NA.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 13000 direct OTIYO and via 174° track to SLOLM and via 244° track to HUGSI and hold.

ASOS  
**135.275**

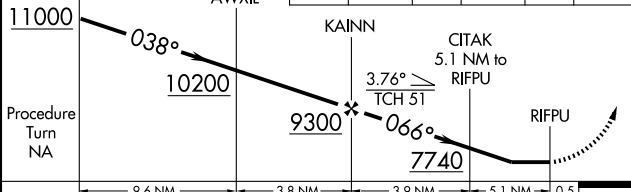
DENVER CENTER  
**134.5 327.8**

UNICOM  
**122.8 (CTAF) 0**

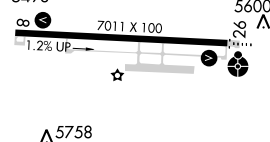


VGSI and descent angles not coincident.  
WOKPA

13000	OTIYO	174° trk	SLOLM	244° trk	HUGSI
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TDZE  
5498



CATEGORY	A	B	C	D
LNAV MDA	7380-1¼ 1882 (1900-1¼)	7380-1½ 1882 (1900-1½)	7380-3 1882 (1900-3)	NA
CIRCLING	7380-1¼ 1832 (1900-1¼)	7380-1½ 1832 (1900-1½)	7380-3 1832 (1900-3)	NA

MIRL Rwy 8-26 0  
REIL Rwy 8 and 26 0

APP CRS <b>261°</b>	Rwy Idg <b>7011</b>
	TDZE <b>5548</b>
	Apt Elev <b>5548</b>

**RNAV (RNP) Y RWY 26**

RIFLE/GARFIELD COUNTY RGNL (RIL)

- ▼ GPS required. Visibility reduction by helicopters NA.  
 ▲ Procedure NA for aircraft with wingspan greater than 136 feet.  
 For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 38°C (101°F).  
 \* Missed approach requires minimum climb of 270 feet per NM to 7000.  
 When VGSI inoperative, procedure NA at night.

ODALS

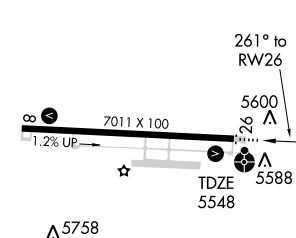
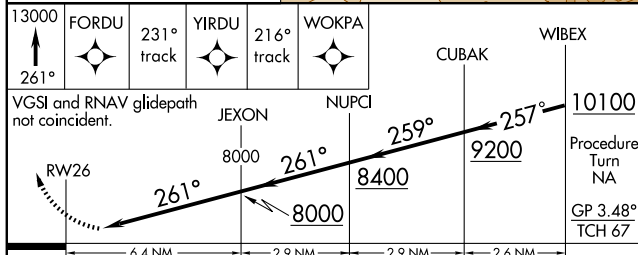
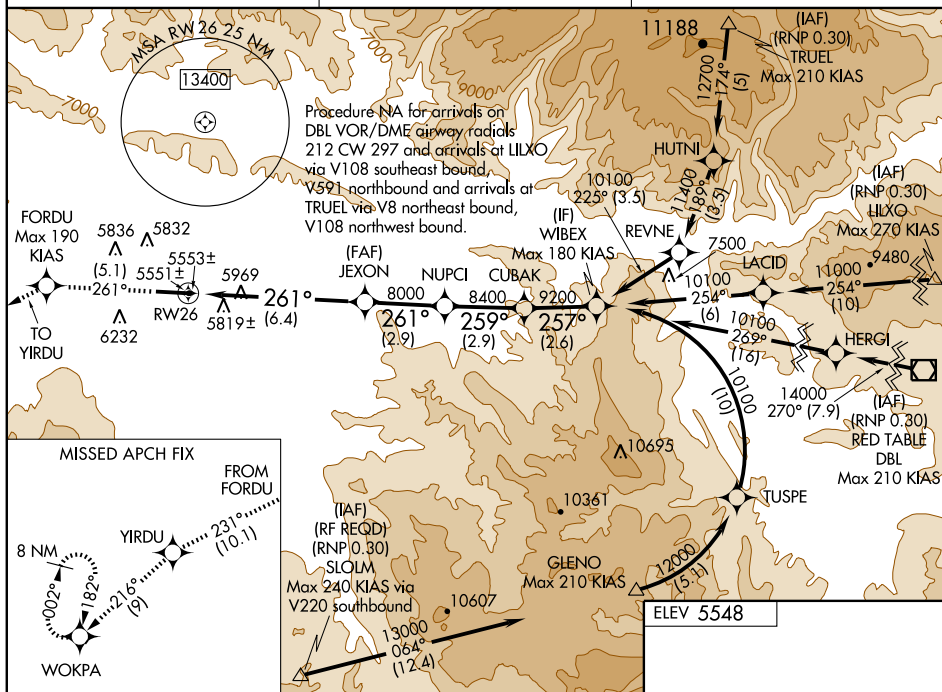


MISSED APPROACH: (Do not exceed 190 KIAS until FORDU) Climb to 13000 via 261° track to FORDU and via 231° track to YIRDU and via 216° track to WOKPA and hold, continue climb-in-hold to 13000.

ASOS  
**135.275**

DENVER CENTER  
**134.5 327.8**

UNICOM  
**122.8 (CTAF) 0**



**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

MIRL Rwy 8-26 0  
REIL Rwy 8 and 26 0

APP CRS  
**081°**

Rwy Idg **7011**  
TDZE **5498**  
Apt Elev **5548**

**RNAV (RNP) Z RWY 8**  
RIFLE/GARFIELD COUNTY RGNL (RIL)

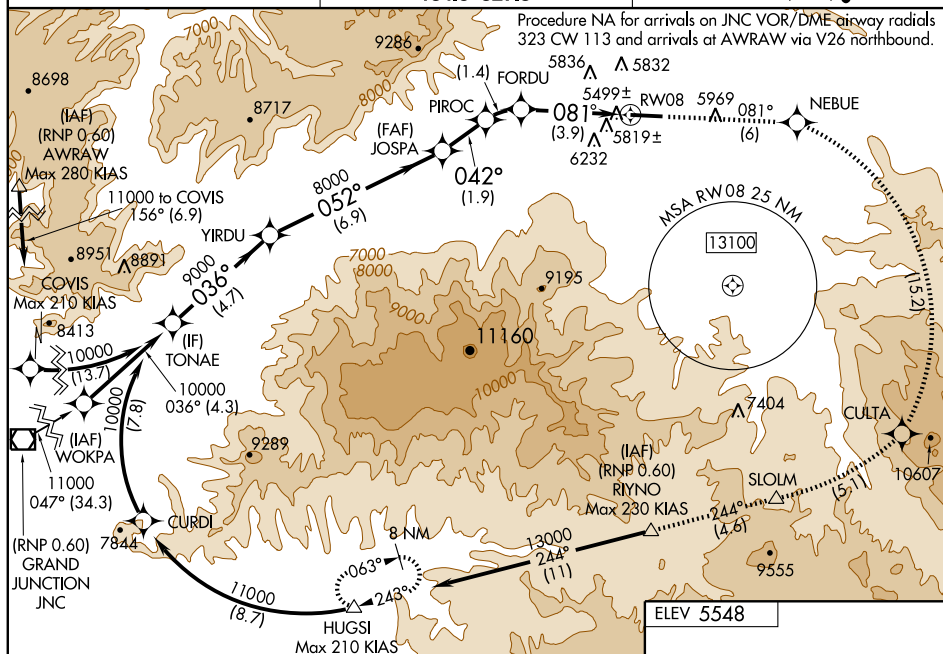
- ▼** RF and GPS required.  
**▲** Procedure NA for aircraft with wingspans greater than 136 feet. For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 54°C (130°F).  
\* Missed approach requires minimum climb of 425 feet per NM to 11000.  
\*\* Missed approach requires minimum climb of 425 feet per NM to 9700; if unable, see RNAV (GPS) Y RWY 8.

**MISSED APPROACH:** Climb to 13000 via 081° track to NEBUE and via right turn to CULTA and via right turn to SLOLM and via 244° track to RIYNO and via 244° track to HUGSI and hold.

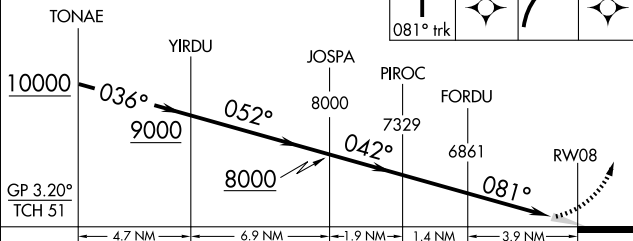
ASOS  
**135.275**

DENVER CENTER  
**134.5 327.8**

UNICOM  
**122.8 (CTAF) 0**



Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.10 DA*	5783-1	285 (300-1)		NA
RNP 0.30 DA**	6390-3	892 (900-3)		NA

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**



MIRL Rwy 8-26 0  
REIL Rws 8 and 26 0

APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev	<b>7011</b> <b>5548</b> <b>5548</b>
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## RNAV (RNP) Z RWY 26

RIFLE/GARFIELD COUNTY RGNL (RIL)

- RF and GPS required. Visibility reduction by helicopters NA.  
 Procedure NA for aircraft with wingspan greater than 136 feet.  
 For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F)  
 or above 38°C (101°F). Missed approach requires RNP less than 1.0.  
 \*Missed approach requires minimum climb of 425 feet per NM to 6500.  
 When VGSi inoperative, procedure NA at night.

ODALS

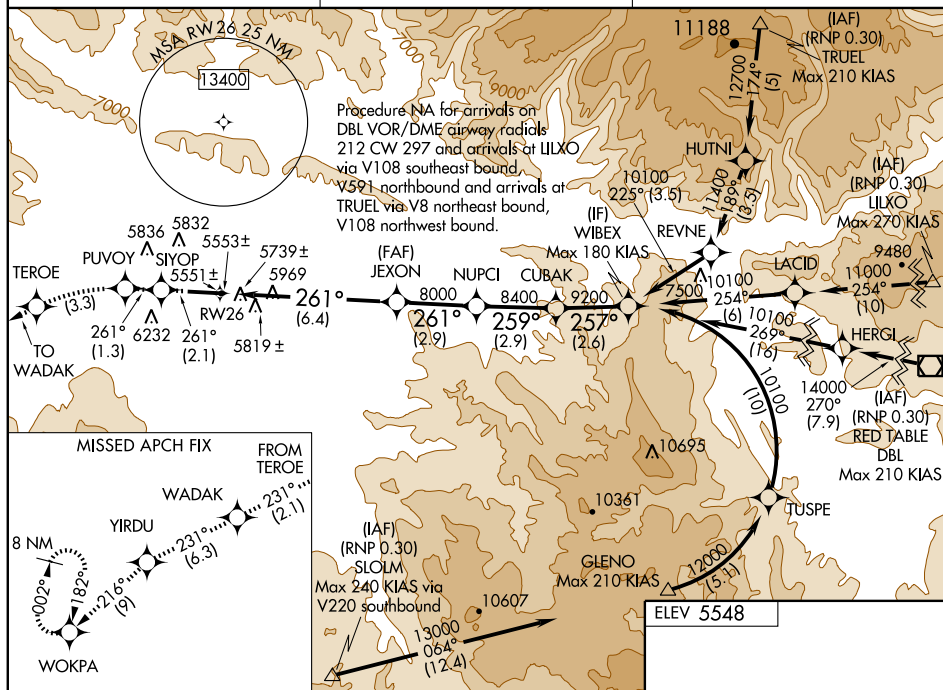


**MISSED APPROACH:** Climb to 13000 via 261° track to SIYOP and via 261° track to PUVYO and via left turn to TEROE and via 231° track to WADAK and via 231° track to YIRDU and via 216° track to WOKPA and hold. continue climb-in-hold to 13000.

ASOS  
**135,275**

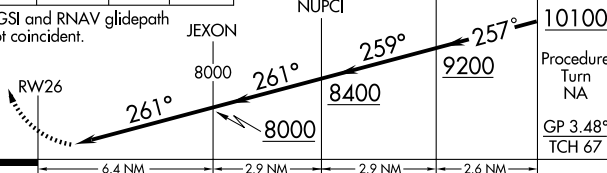
DENVER CENTER  
134.5 327.8

UNICOM  
122.8 (CTAF) **L**



13000 ↑ 261°	SIYOP 	261° track	PUVOY 
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VGSI and RNAV glidepath  
not coincident.



ELEV 5548

Diagram of the RW26 road layout. The road is shown as a line with a 1.2% UP grade. Key points and features include:

- Point 7011 X 100
- Point TDZE 5548
- Point 5600
- Point 5588
- Bearing 261° to RW26
- Point 5758

CATEGORY	A	B	C	D
RNP 0.10 DA*	5990-1¼	442 (500-1¼)		NA
RNP 0.30 DA	6193-2	645 (700-2)		NA

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**

MIRL Rwy 8-26 **L**  
REIL Rwy 8 and 26 **L**

(SQUAT2.SQUAT) 08157

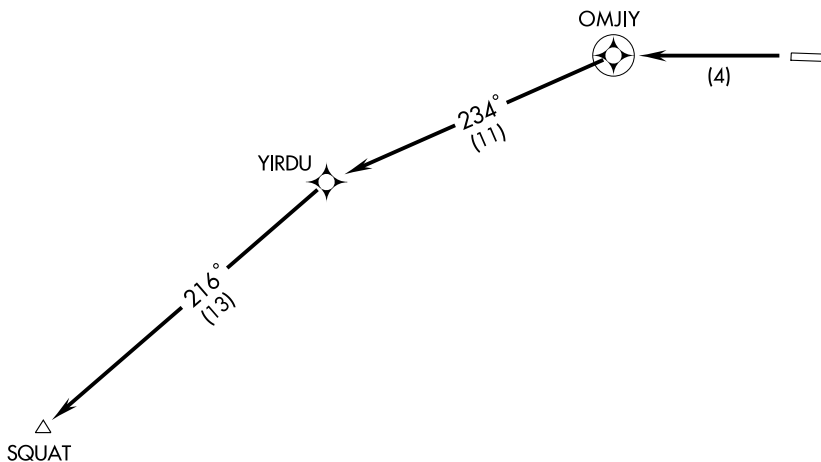
SL-6741 (FAA)

RIFLE/GARFIELD COUNTY RGNL (RIL)

# SQUAT TWO DEPARTURE (RNAV) (OBSTACLE)

RIFLE, COLORADO

DENVER CENTER  
134.5 327.8



## TAKE-OFF MINIMUMS

Rwy 8: NA- ATC.

Rwy 26: Standard with minimum climb of 397' per NM to 9700.

NOTE: GPS Required.

NOTE: RNAV 1

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb to 10500 direct OMJIY, and via 234° track to YIRDU, and via 216° track to SQUAT.

SQUAT TWO DEPARTURE (RNAV) (OBSTACLE)

(SQUAT2.SQUAT) 08157

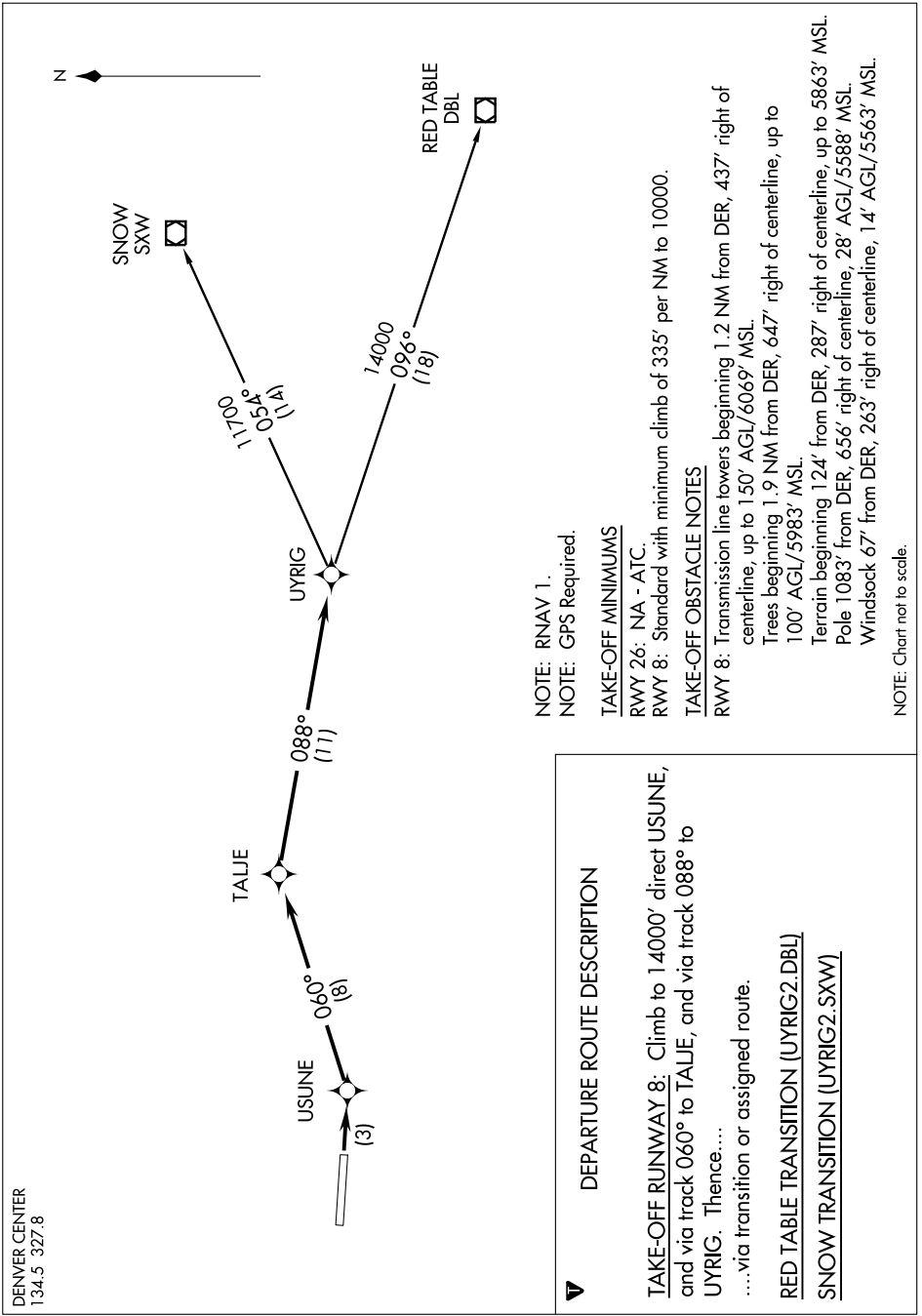
RIFLE, COLORADO

RIFLE/GARFIELD COUNTY RGNL (RIL)

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010



VOR/DME RIL <b>110.6</b> Chan <b>43</b>	APP CRS <b>128°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>5548</b>
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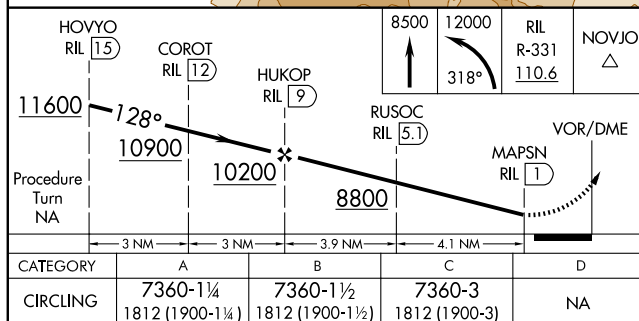
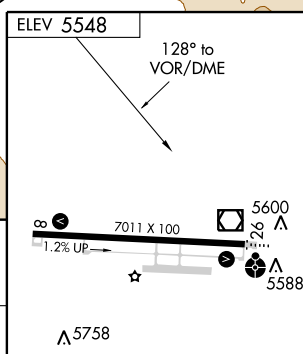
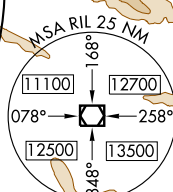
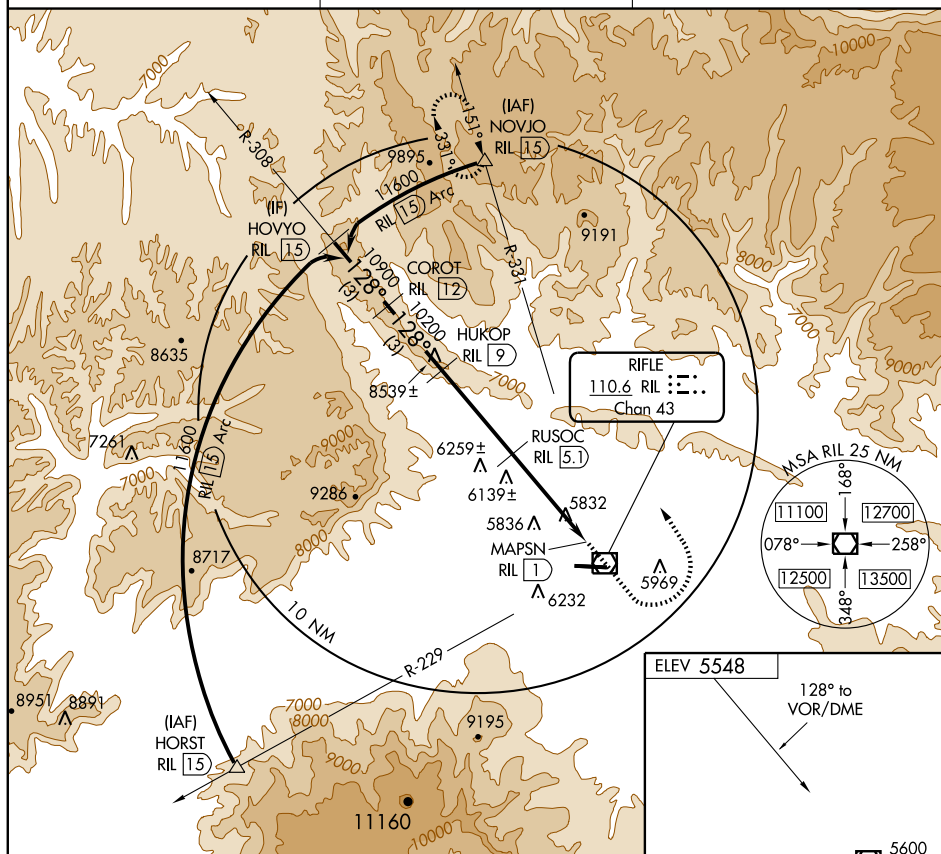
VOR/DME-C  
RIFLE/GARFIELD COUNTY RGNL (RIL)

**T**  
**A** Circling NA south of Rwy 8-26 at night.

**MISSED APPROACH:** Climb to 8500, then climbing left turn to 12000 via heading 318° and RIL R-331 to NOVJO/15 DME and hold, continue climb-in-hold to 12000.

ASOS  
135,275

DENVER CENTER  
134.5 327.8

UNICOM  
122.8 (CTAF) **L**

MIRL Rwy 8-26 **L**  
REIL Rwy 8 and 26 **L**

## CHEYENNE

L-9E, 11E

037°-090° byd 30 NM blo 14.500'

090°-135° byd 25 NM blo 15.000'

037°–090° byd 20 NM

(See DENVER)

DENVER

7826 NOTAM FILE 04V

RWY 10-28: 7745X55 (GRVL)

RWY 10: Road. RWY 28: Road.

**AIRPORT REMARKS:** Unattended. Wildlife on and in/ovf arpt. Unlimited vehicle use on arpt. Rwy 28 has -5' ditch 288' from thld OB and -4' terrain 70' left of centerline at thld. Numerous prairie dog holes on rwy edge near Rwy 28 end. Rwy 10-28 has +2' bushes along rwy edge in various places. Rwy 10-28 soft when wet. For current arpt conditions ctc arpt manager 719-655-2321. Rwy 10-28 has rwy numbers 55' by 75' asph pads on each rwy end.

**WEATHER DATA SOURCES:** AWOS-3 118.625 (719) 655-2229.

**COMMUNICATIONS: CTAF 122.9**

**SALIDA**

DENVER

7523 B FUEL 100LL JET A NOTAM FILE DEN

H-3F, 5A, L-9E

RWY 06-24: H7347X75 (ASPH) S-30, D-60 MIRL 1.9% up W

IAP

RWY 24: VASI(V2L)—GA 3.2° TCH 55'.

**AIRPORT REMARKS:** Attended 1500—0000Z+. Fuel avbl with credit card. Hang-gliding ops in the Mt Princeton area and 6 miles E of arpt along the ridge. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. During high wind conditions downdrfts approaching Rwy 24. Rwy 24 recommended for landing. Rwy 06 for departure weather and tfc permitting. 6–7 inch lip at pavement edges on apron west of fuel pumps. Rwy 06 +60' Powerline marked with orange balls 630' from thld, 435' left of rwy extended centerline. ACTIVATE MIRL Rwy 06–24 and VASI Rwy 24—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 133.85 (719) 539-5268.

**COMMUNICATIONS: CTAF/UNICOM 122.7**

DENVER CENTER APP CON 128.375

DENVER CENTER DEP CON 119.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

BLUE MESA (H) VORW/DME 114.9 HBU Chan 96 N38°27.13' W107°02.39' 069° 47.0 NM to fld. 8730/14E.

HELIPAD H1: H36X36 (CONC)

(See ALAMOS)

(See WESTCLIFFE)

DENVER

**NDB (LOM) 321 FT 255° 5.1 NM to Front Range.**

DENVER

(L) VORW/DME 109.2 SXW Chan 29 066° 3.5 NM to Eagle Co Rgnl. 8060/12E.

L-9E

VOR/DME unmonitored 0600-1300Z±.

VOR/DME unusable 115°–135°

VOR portion unusable 310°–355°

**SPANISH PEAKS AIRFIELD** (See WALSENBURG)



APP CRS  
**288°**

Rwy Idg  
TDZE  
Apt Elev **7523**

N/A  
N/A

# RNAV (GPS)-A

SAUIDA/HARRIET ALEXANDER FIELD (ANK)

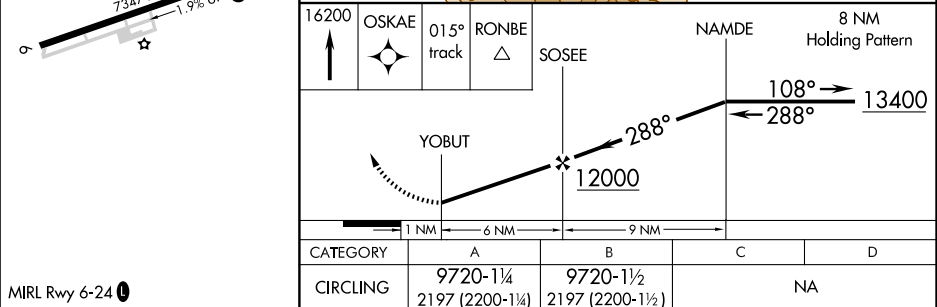
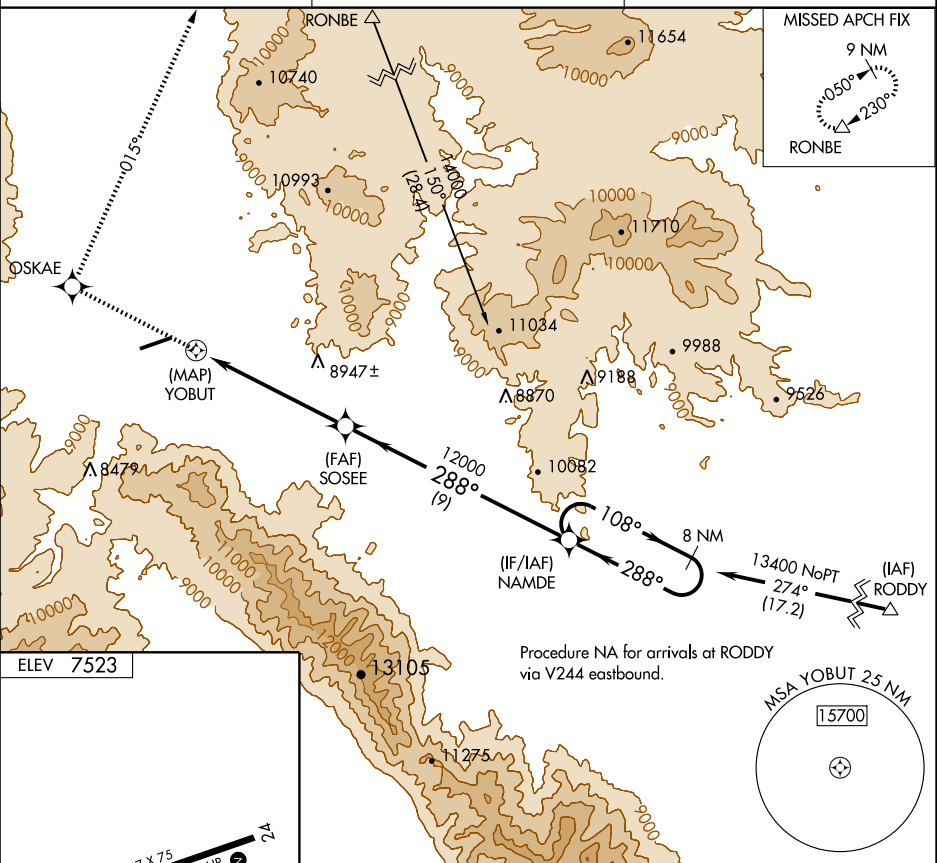
**▼** DME/DME RNP-0.3 NA.  
**▲** NA Circling to Rwy 6 NA at night.  
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 16200 direct OSKAE and via 015° track to RONBE and hold, continue climb-in-hold to 16200.

AWOS-3  
**133.85**

DENVER CENTER  
**128.375 379.95**

UNICOM  
**122.7 (CTAF) 0**



MIRL Rwy 6-24 0

**SPRINGFIELD MUNI** (8V7) 4 N UTC-7(-6DT) N37°27.52' W102°37.08'

WICHITA

H-5A, L-106, 15B

4390 B OX 2, 4 NOTAM FILE DEN

RWY 17-35: H5000X60 (CONC) S-12.5 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 30'.

RWY 35: PAPI(P2L)—GA 3.0° TCH 30'.

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 09L: TORA-6870 TODA-6870 ASDA-6870 LDA-6870

RWY 27: TORA-6870 TODA-6870 ASDA-6870 LDA-6870

**AIRPORT REMARKS:** Unattended. PAEW in close proximity to rwy. Be alert, intensive USAF student training in vol Colorado Springs and Pueblo Colorado. Twy marked with blue and yellow reflectors. ACTIVATE MIRL and PAPI Rwy 17-35—CTAF. NOTE: See Special Notices—Aerobatic Operations in Colorado. USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP CON 133.4

ALBUQUERQUE CENTER DEP CON 127.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAA.

LAMAR (H) VORTAC 116.9 LAA Chan 116 N38°11.83' W102°41.25' 164° 44.4 NM to fld. 3944/12E.

**STEAMBOAT SPRINGS/BOB ADAMS FLD** (SBS) 3 NW UTC-7(-6DT) N40°30.98' W106°51.98'

CHEYENNE

L-9E, 11E

IAP

6882 B S2 FUEL 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE SBS

RWY 14-32: H4452X100 (ASPH-GRVD) S-50, D-60 HIRL

RWY 32: PAPI(P2L)—GA 4.0° TCH 40'. Thld dsplcd 600'. REIL.

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 14: TORA-4452 TODA-4452 ASDA-3852 LDA-3852

RWY 32: TORA-4452 TODA-4452 ASDA-4452 LDA-3852

**AIRPORT REMARKS:** Attended Nov-Apr 1300-0100Z, May-Oct 1400-0100Z. Wildlife on and in vol arpt. Hang glider activity on and in vicinity of arpt. Rwy 32 has -180' dropoff 2000' from pavement end. Sharp dropoffs on sides and ends of runway. Rwy 32 PAPI only visible to 5.5° left of rwy centerline due to high terrain. CAUTION—snow removal equipment may be on rwy during snow season; for information ctc UNICOM prior to ldg. ACTIVATE HIRL Rwy 14-32, PAPI Rwy 32 and REIL Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.325 (970) 879-7794.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

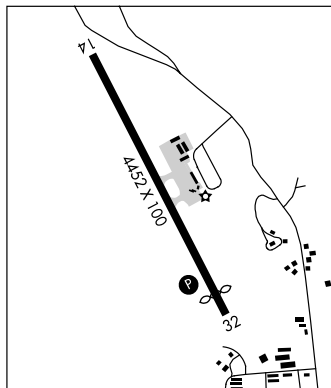
RCO 122.2 (DENVER RADIO)

DENVER CENTER APP/DEP CON 120.475

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

ROBERT (L) VORW/DME 112.2 BQZ Chan 59 N40°27.82'

W106°52.34' 352° 3.2 NM to fld. 8254/13E.



**STERLING MUNI** (STK) 3 W UTC-7(-6DT) N40°36.92' W103°15.89'

CHEYENNE

L-10G

IAP

4040 B FUEL 100LL, JET A TPA-5040(1000) NOTAM FILE DEN

RWY 15-33: H4708X75 (CONC) S-30 MIRL 0.3% up NW

RWY 15: PAPI(P2L)—GA 3.0° TCH 44'. Thld dsplcd 408'. Road.

RWY 33: PAPI(P2L)—GA 3.0° TCH 44'.

RWY 03-21: 2500X150 (TURF-GRVL) 0.3% up NE

RWY 03: Road. RWY 21: Building.

**AIRPORT REMARKS:** Attended 1500-0000Z. For after hours svc call 970-520-2325. Aerobatic ops on and in vol arpt. Be alert, intensive USAF student training in vol Colorado Springs and Pueblo Colorado. Taxiways and terminal tiedown area marked with blue reflectors. Rwy 03 has +4' fence 155' fm thld. Rwy 03-21 ends marked with red/green reflectors. Varmint holes near Rwy 03 end. MIRL preset low ints to increase ints—CTAF. NOTE: See Special Notices—Aerobatic Operations in Colorado. USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (970) 526-3009.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

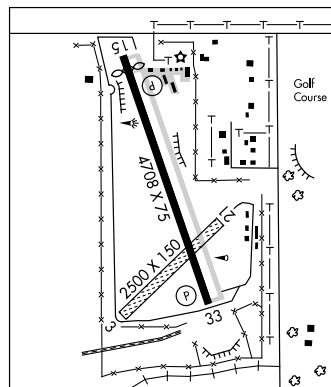
DENVER CENTER APP/DEP CON 118.475

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AKO.

AKRON (H) VORW/DME 114.4 AKO Chan 91 N40°09.33'

W103°10.79' 339° 27.8 NM to fld. 4620/13E.

BATTEN NDB (MHW) 392 BAJ N40°31.92' W103°13.81' 331° 5.2 NM to fld. NOTAM FILE DEN.



APP CRS <b>171°</b>	Rwy ldg TDZE <b>4390</b>
	Apt Elev <b>4390</b>

# RNAV (GPS) RWY 17

SPRINGFIELD MUNI (8V7)

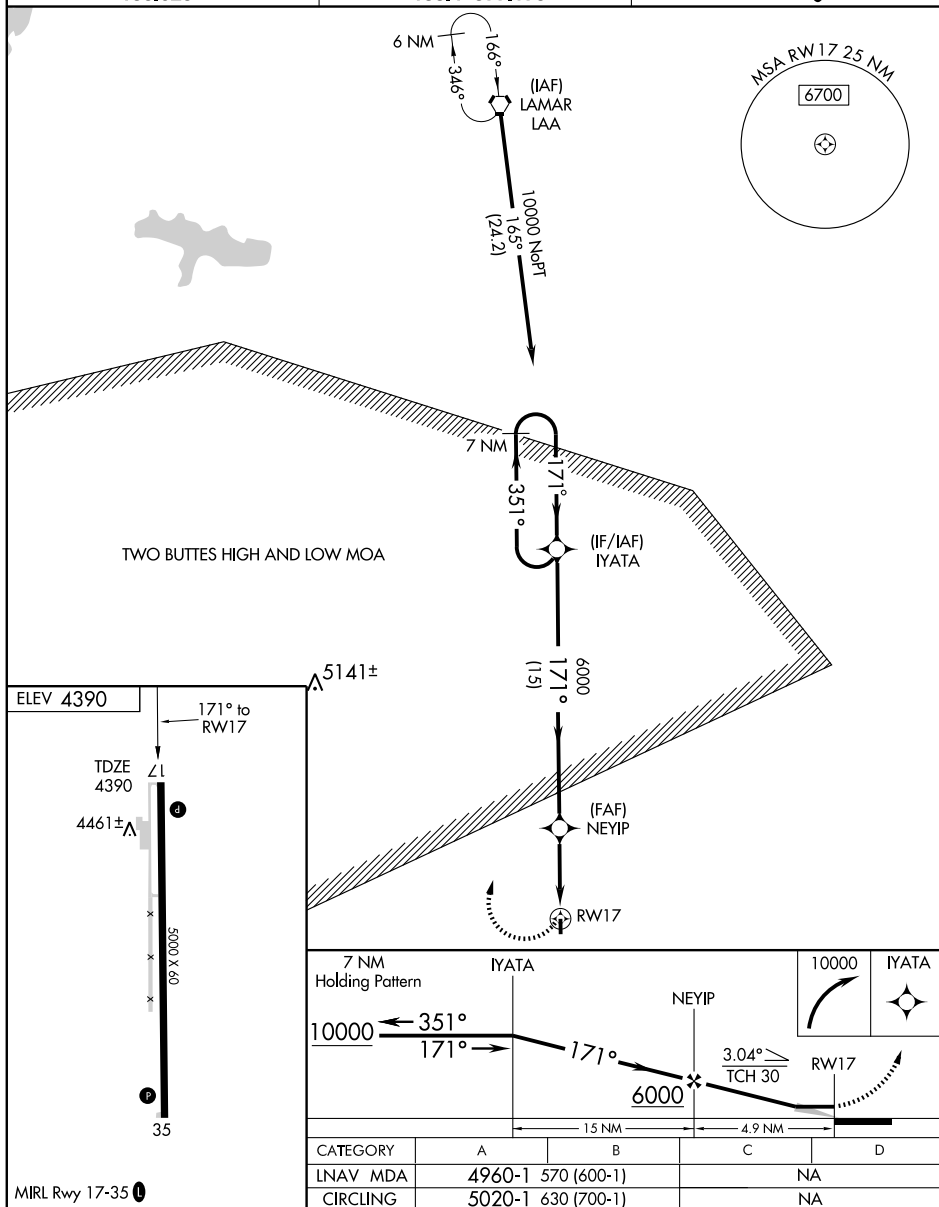
**V** Use Lamar altimeter setting, if not received use La Junta altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing right turn to 10000 direct IYATA and hold, continue climb-in-hold to 10000.

LAMAR MUNI ASOS  
**135.625**

DENVER CENTER  
**133.4 377.175**

CTAF  
**122.9 0**



SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

**SPRINGFIELD MUNI** (8V7) 4 N UTC-7(-6DT) N37°27.52' W102°37.08'

WICHITA

H-5A, L-106, 15B

4390 B OX 2, 4 NOTAM FILE DEN

RWY 17-35: H5000X60 (CONC) S-12.5 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 30'.

RWY 35: PAPI(P2L)—GA 3.0° TCH 30'.

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 09L: TORA-6870 TODA-6870 ASDA-6870 LDA-6870

RWY 27: TORA-6870 TODA-6870 ASDA-6870 LDA-6870

**AIRPORT REMARKS:** Unattended. PAEW in close proximity to rwy. Be alert, intensive USAF student training invof

Colorado Springs and Pueblo Colorado. Twy marked with blue and yellow reflectors. ACTIVATE MIRL and PAPI

Rwy 17-35—CTAF. NOTE: See Special Notices—Aerobatic Operations in Colorado. USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP CON 133.4

ALBUQUERQUE CENTER DEP CON 127.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAA.

LAMAR (H) VORTAC 116.9 LAA Chan 116 N38°11.83' W102°41.25' 164° 44.4 NM to fld. 3944/12E.

**STEAMBOAT SPRINGS/BOB ADAMS FLD** (SBS) 3 NW UTC-7(-6DT) N40°30.98' W106°51.98'

CHEYENNE

L-9E, 11E

IAP

6882 B S2 FUEL 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE SBS

RWY 14-32: H4452X100 (ASPH-GRVD) S-50, D-60 HIRL

RWY 32: PAPI(P2L)—GA 4.0° TCH 40'. Thld dsplcd 600'. REIL.

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 14: TORA-4452 TODA-4452 ASDA-3852 LDA-3852

RWY 32: TORA-4452 TODA-4452 ASDA-4452 LDA-3852

**AIRPORT REMARKS:** Attended Nov-Apr 1300-0100Z†, May-Oct

1400-0100Z†. Wildlife on and invof arpt. Hang glider activity on

and in vicinity of arpt. Rwy 32 has -180' dropoff 2000' from

pavement end. Sharp dropoffs on sides and ends of runway. Rwy

32 PAPI only visible to 5.5° left of rwy centerline due to high

terrain. CAUTION—snow removal equipment may be on rwy during

snow season; for information ctc UNICOM prior to ldg. ACTIVATE

HIRL Rwy 14-32, PAPI Rwy 32 and REIL Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.325 (970) 879-7794.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

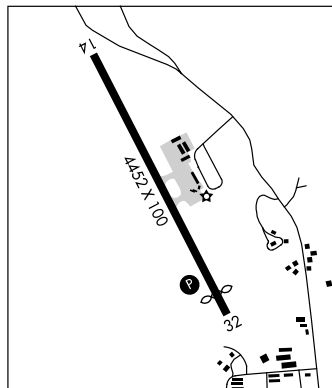
RCO 122.2 (DENVER RADIO)

DENVER CENTER APP/DEP CON 120.475

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

ROBERT (L) VORW/DME 112.2 BQZ Chan 59 N40°27.82'

W106°52.34' 352° 3.2 NM to fld. 8254/13E.



**STERLING MUNI** (STK) 3 W UTC-7(-6DT) N40°36.92' W103°15.89'

CHEYENNE

L-10G

IAP

4040 B FUEL 100LL, JET A TPA—5040(1000) NOTAM FILE DEN

RWY 15-33: H4708X75 (CONC) S-30 MIRL 0.3% up NW

RWY 15: PAPI(P2L)—GA 3.0° TCH 44'. Thld dsplcd 408'. Road.

RWY 33: PAPI(P2L)—GA 3.0° TCH 44'.

RWY 03-21: 2500X150 (TURF-GRVL) 0.3% up NE

RWY 03: Road. RWY 21: Building.

**AIRPORT REMARKS:** Attended 1500-0000Z†. For after hours svc call

970-520-2325. Aerobatic ops on and invof arpt. Be alert,

intensive USAF student training invof Colorado Springs and Pueblo

Colorado. Taxiways and terminal tiedown area marked with blue

reflectors. Rwy 03 has +4' fence 155' fm thld. Rwy 03-21 ends

marked with red/green reflectors. Varmint holes near Rwy 03 end.

MIRL preset low ints to increase ints—CTAF. NOTE: See Special

Notices—Aerobatic Operations in Colorado. USAF 306 FTG Flight

Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (970) 526-3009.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

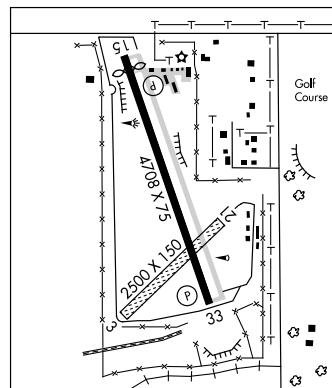
DENVER CENTER APP/DEP CON 118.475

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AKO.

AKRON (H) VORW/DME 114.4 AKO Chan 91 N40°09.33'

W103°10.79' 339° 27.8 NM to fld. 4620/13E.

BATTEN NDB (MHW) 392 BAJ N40°31.92' W103°13.81' 331° 5.2 NM to fld. NOTAM FILE DEN.



APP CRS  
**323°**

Rwy Idg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**6882**

RNAV (GPS)-E

STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)

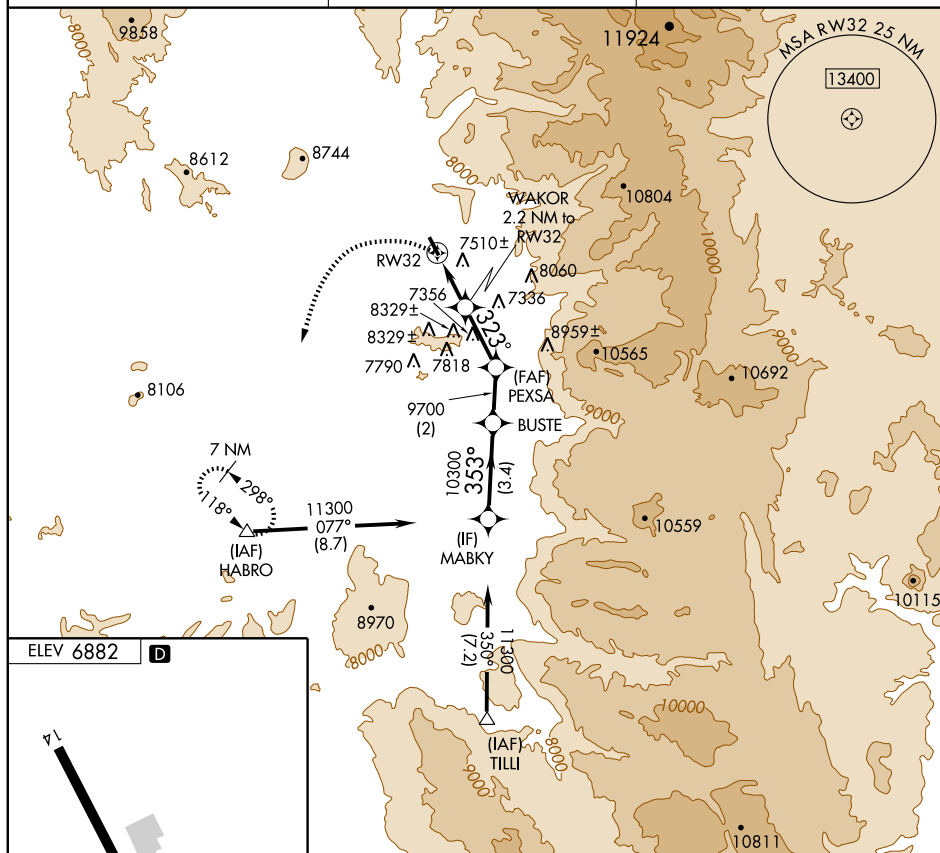
**▼** Circling NA northeast of Rwy 14-32.  
**▲** NA DME/DME RNP- 0.3 NA.  
When local altimeter setting not received, use Yampa Valley  
altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 11300 direct  
HABRO and hold, continue climb-in-hold to 11300.

AWOS-3  
**118.325**

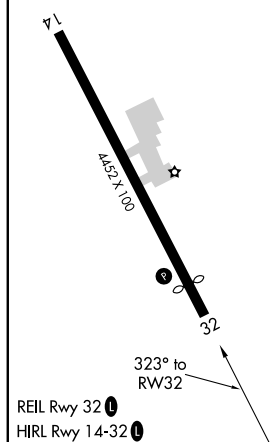
DENVER CENTER  
**120.475 235.975**

UNICOM  
**122.8 (CTAF)**



ELEV 6882

D



STEAMBOAT SPRINGS, COLORADO

Orig 09071

STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)

40°31'N-106°52'W

RNAV (GPS)-E

VOR/DME BQZ <b>112.2</b> Chan 59	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>6878</b>
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VOR/DME-C

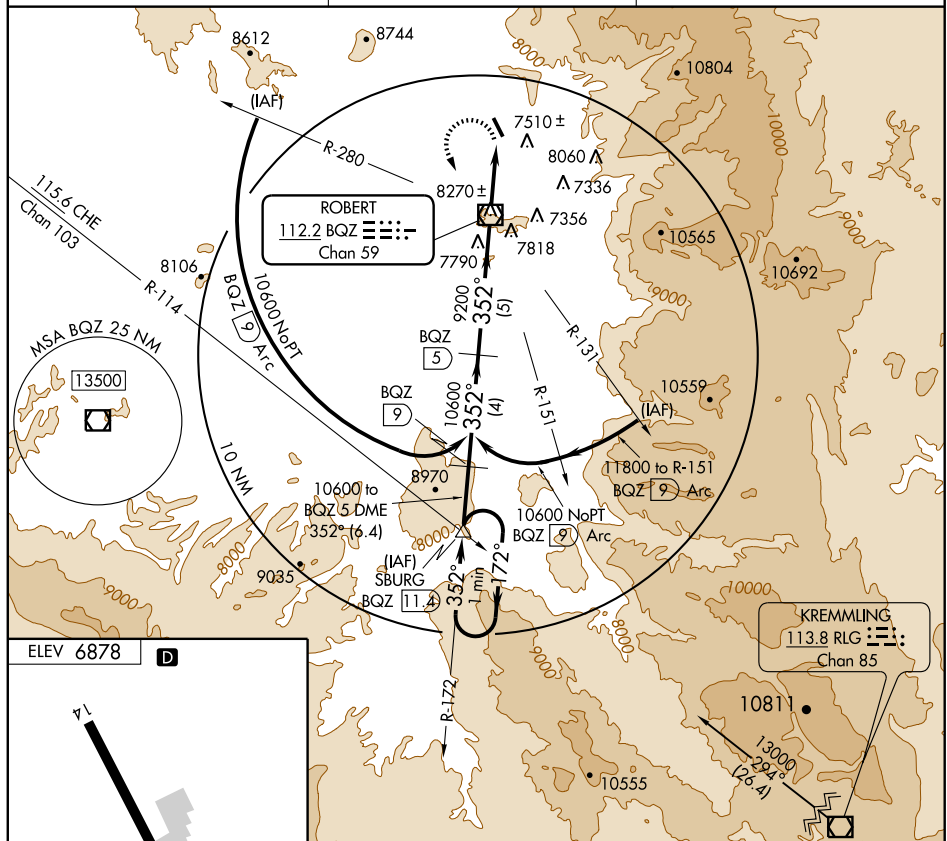
STEAMBOAT SPRINGS/ BOB ADAMS FIELD (SBS)

<p><b>▼</b> Obtain local altimeter setting on CTAF; when not received, procedure not authorized.</p> <p><b>▲ NA</b> Procedure not authorized at night.</p> <p>Circling not authorized northeast of Rwy 14 and 32.</p>	<p><b>MISSED APPROACH:</b> Climbing left turn to 12100 direct BQZ VOR/DME then via BQZ VOR/DME R-172 to SBURG Int and hold.</p>
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AWOS-3  
**118.325**

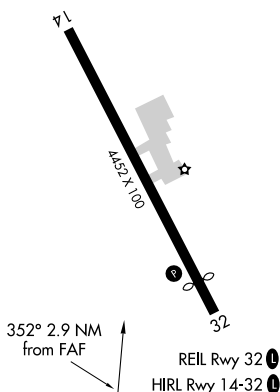
DENVER CENTER  
**120.475 235.975**

UNICOM  
**122.8 (CTAF) ①**



ELEV 6878

D



One Minute  
Holding Pattern

SBURG  
BQZ 11.4

12100  
BQZ  
112.2

BQZ  
R-172  
112.2

SBURG  
△

12100 ← 172° → 352° → 352°

BQZ  
5

VOR/DME

9200

BQZ  
2.9

CATEGORY  
CIRCLING

A  
8140-1¼  
1262 (1300-1¼)

B  
8140-1½  
1262 (1300-1½)

C  
NA

D  
NA

**SPRINGFIELD MUNI** (8V7) 4 N UTC-7(-6DT) N37°27.52' W102°37.08'

WICHITA

H-5A, L-106, 15B

4390 B OX 2, 4 NOTAM FILE DEN

RWY 17-35: H5000X60 (CONC) S-12.5 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 30'.

RWY 35: PAPI(P2L)—GA 3.0° TCH 30'.

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 09L: TORA-6870 TODA-6870 ASDA-6870 LDA-6870

RWY 27: TORA-6870 TODA-6870 ASDA-6870 LDA-6870

**AIRPORT REMARKS:** Unattended. PAEW in close proximity to rwy. Be alert, intensive USAF student training invof

Colorado Springs and Pueblo Colorado. Twy marked with blue and yellow reflectors. ACTIVATE MIRL and PAPI

Rwy 17-35—CTAF. NOTE: See Special Notices—Aerobatic Operations in Colorado. USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP CON 133.4

ALBUQUERQUE CENTER DEP CON 127.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LAA.

LAMAR (H) VORTAC 116.9 LAA Chan 116 N38°11.83' W102°41.25' 164° 44.4 NM to fld. 3944/12E.

**STEAMBOAT SPRINGS/BOB ADAMS FLD** (SBS) 3 NW UTC-7(-6DT) N40°30.98' W106°51.98'

CHEYENNE

L-9E, 11E

IAP

6882 B S2 FUEL 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE SBS

RWY 14-32: H4452X100 (ASPH-GRVD) S-50, D-60 HIRL

RWY 32: PAPI(P2L)—GA 4.0° TCH 40'. Thld dsplcd 600'. REIL.

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 14: TORA-4452 TODA-4452 ASDA-3852 LDA-3852

RWY 32: TORA-4452 TODA-4452 ASDA-4452 LDA-3852

**AIRPORT REMARKS:** Attended Nov-Apr 1300-0100Z†, May-Oct

1400-0100Z†. Wildlife on and invof arpt. Hang glider activity on

and in vicinity of arpt. Rwy 32 has -180' dropoff 2000' from

pavement end. Sharp dropoffs on sides and ends of runway. Rwy

32 PAPI only visible to 5.5° left of rwy centerline due to high

terrain. CAUTION—snow removal equipment may be on rwy during

snow season; for information ctc UNICOM prior to ldg. ACTIVATE

HIRL Rwy 14-32, PAPI Rwy 32 and REIL Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.325 (970) 879-7794.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

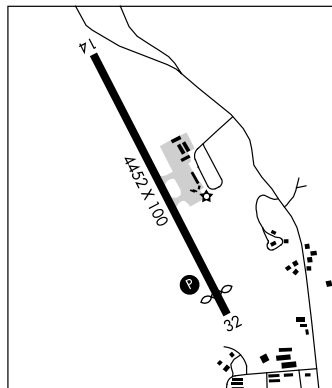
RCO 122.2 (DENVER RADIO)

DENVER CENTER APP/DEP CON 120.475

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

ROBERT (L) VORW/DME 112.2 BQZ Chan 59 N40°27.82'

W106°52.34' 352° 3.2 NM to fld. 8254/13E.



**STERLING MUNI** (STK) 3 W UTC-7(-6DT) N40°36.92' W103°15.89'

CHEYENNE

L-10G

IAP

4040 B FUEL 100LL, JET A TPA-5040(1000) NOTAM FILE DEN

RWY 15-33: H4708X75 (CONC) S-30 MIRL 0.3% up NW

RWY 15: PAPI(P2L)—GA 3.0° TCH 44'. Thld dsplcd 408'. Road.

RWY 33: PAPI(P2L)—GA 3.0° TCH 44'.

RWY 03-21: 2500X150 (TURF-GRVL) 0.3% up NE

RWY 03: Road. RWY 21: Building.

**AIRPORT REMARKS:** Attended 1500-0000Z†. For after hours svc call

970-520-2325. Aerobatic ops on and invof arpt. Be alert,

intensive USAF student training invof Colorado Springs and Pueblo

Colorado. Taxiways and terminal tiedown area marked with blue

reflectors. Rwy 03 has +4' fence 155' fm thld. Rwy 03-21 ends

marked with red/green reflectors. Varmint holes near Rwy 03 end.

MIRL preset low ints to increase ints—CTAF. NOTE: See Special

Notices—Aerobatic Operations in Colorado. USAF 306 FTG Flight

Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (970) 526-3009.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

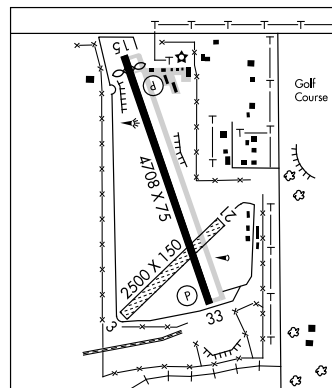
DENVER CENTER APP/DEP CON 118.475

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AKO.

AKRON (H) VORW/DME 114.4 AKO Chan 91 N40°09.33'

W103°10.79' 339° 27.8 NM to fld. 4620/13E.

BATTEN NDB (MHW) 392 BAJ N40°31.92' W103°13.81' 331° 5.2 NM to fld. NOTAM FILE DEN.



APP CRS  
**332°**

Rwy Idg **4708**  
TDZE **4033**  
Apt Elev **4038**

**GPS RWY 33**  
STERLING MUNI (STK)

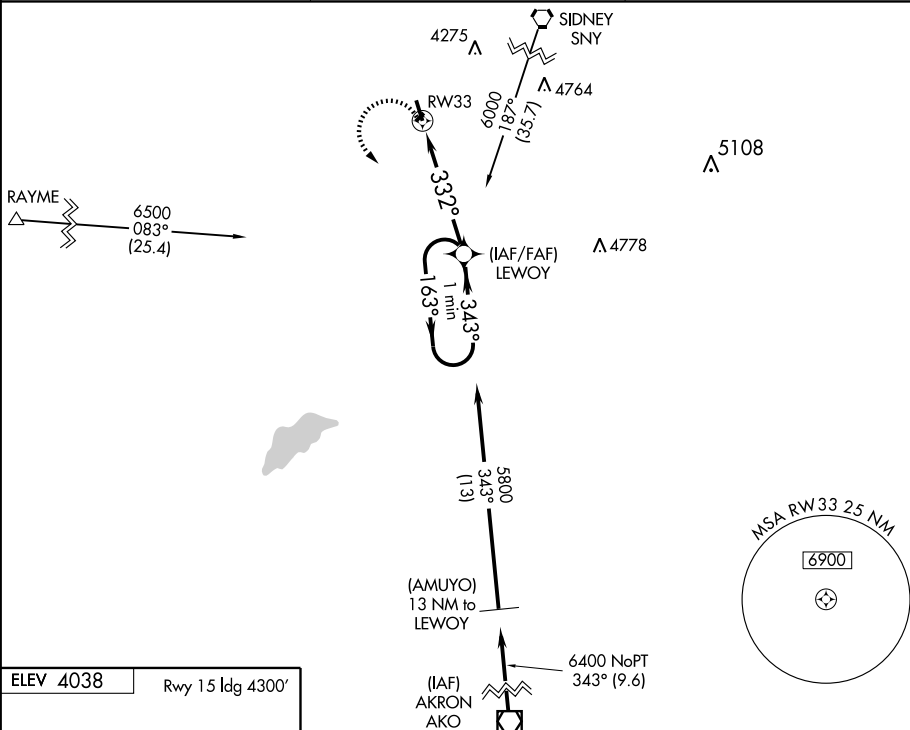
**T** Obtain local altimeter setting on CTAF; when not received,  
**A NA** use Akron-Washington County altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct  
LEWOY WP and hold.

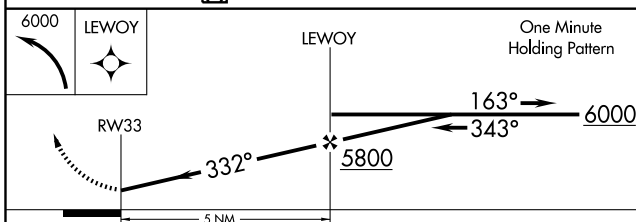
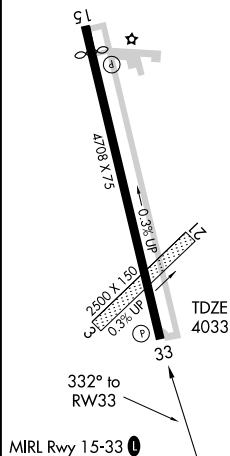
AWOS-3  
**118.525**

DENVER CENTER  
**118.475 225.4**

UNICOM  
**122.8 (CTAF) 0**



ELEV 4038 Rwy 15 Idg 4300'



CATEGORY	A	B	C	D
S-33	4460-1	427 (500-1)	4460-1½ 427 (500-1¼)	4460-1½ 427 (500-1½)
CIRCLING	4520-1 482 (500-1)	4540-1 502 (600-1)	4580-1½ 542 (600-1½)	4600-2 562 (600-2)
AKRON-WASHINGTON COUNTY ALTIMETER SETTING MINIMUMS				
S-33	4620-1	587 (600-1)	4620-1½ 587 (600-1½)	4620-1¾ 587 (600-1¾)
CIRCLING	4680-1 642 (700-1)	4700-1 662 (700-1)	4740-2 702 (800-2)	4760-2¼ 722 (800-2¼)



NDB BAJ <b>392</b>	APP CRS <b>332°</b>	Rwy Idg TDZE Apt Elev	<b>4708</b> <b>4033</b> <b>4038</b>
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# NDB RWY 33

STERLING MUNI (STK)

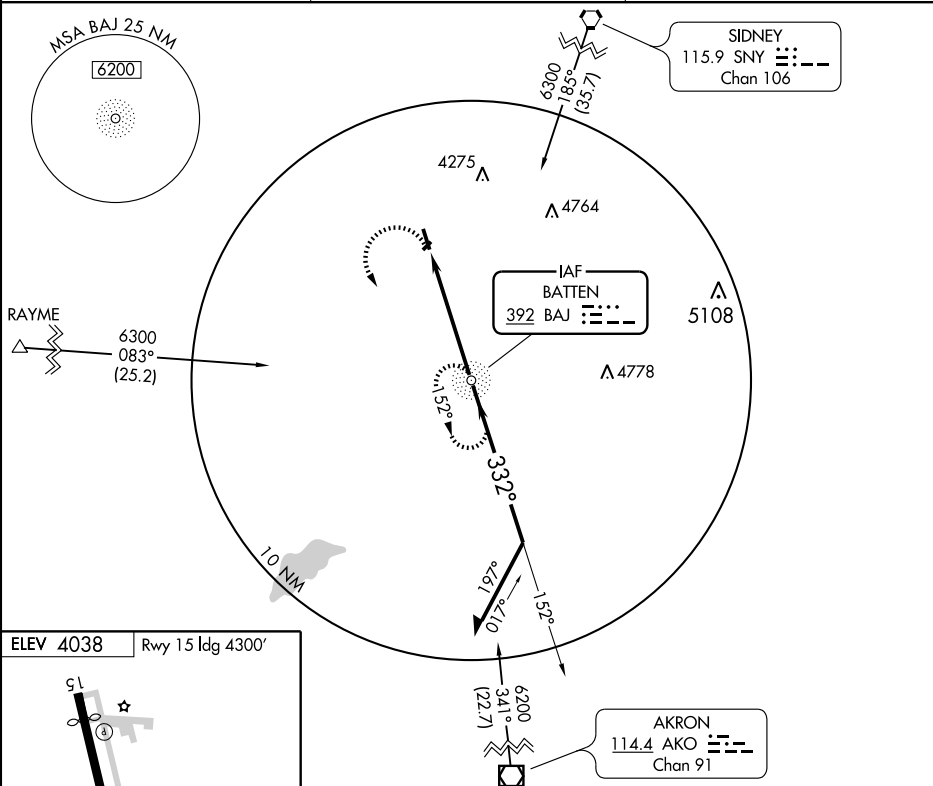
**⚠** Obtain local altimeter setting on UNICOM 122.8 MHz. When not available:  
**⚠ NA** 1. Use Akron, CO altimeter setting. 2. Increase all MDAs 100 feet.  
 Approach not authorized when Sterling, CO or Akron, CO altimeter setting not available.

**MISSED APPROACH:** Climbing left turn to 6000 direct to BAJ NDB and hold.

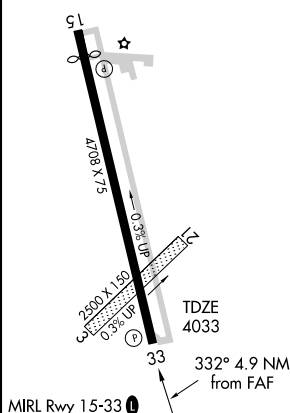
AWOS-3  
**118.525**

DENVER CENTER  
**118.475 225.4**

UNICOM  
**122.8 (CTAF)** **0**



ELEV 4038 Rwy 15 Idg 4300'



MRL Rwy 15-33 **0**

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

STERLING, COLORADO

Amdt 2 08157

6000 BAJ 392		NDB		Remain within 10 NM	
152°		332°		6000	
5600		4.9 NM			
CATEGORY	A	B	C	D	
S-33	4460-1 427 (500-1)			4460-1½ 427 (500-1½)	
CIRCLING	4460-1 423 (500-1)	4500-1 463 (500-1)	4500-1½ 463 (500-1½)	4600-2 563 (600-2)	

STERLING MUNI (STK)

# NDB RWY 33

40°37'N-103°16'W

240		COLORADO	
STEVENS FLD		(See PAGOSA SPRINGS)	
SUNLIGHT MOUNTAIN		5SM N39°25.53' W107°22.75'/10603.	DENVER
AWOS-3 126.075 970-384-3380.		AWOS visibility unreliable indef.	H-3E, L-9E
TELLURIDE RGNL		(TEX) 5 W UTC-7(-6DT) N37°57.23' W107°54.51'	DENVER
9070 B FUEL 100, JET A OX 1, 2, 3, 4 TPA-10484(1414) Class I, ARFF Index A			H-3E, L-9E
NOTAM FILE TEX			IAP
RWY 09-27: H6870X100 (ASPH-GRVD) S-45, D-62 MIRL			
RWY 09: REIL. PAPI(P4L)-GA 3.5° TCH 45'. Hill. Rgt tfc.		RWY 27: REIL. PAPI(P4L)-GA 4.0° TCH 45'. Hill.	
RUNWAY DECLARED DISTANCE INFORMATION			
RWY 09: TORA-6870 TODA-6870 ASDA-6870 LDA-6870			
RWY 27: TORA-6870 TODA-6870 ASDA-6870 LDA-6870			
AIRPORT REMARKS: Attended 1400-sunset plus 30 minutes. Arpt CLOSED 30 minutes after SS until 1300Z± or 30 minutes before SR whichever is later. Pilots operating after curfew will be prosecuted. Rising terrain all quadrants. Arpt on 1000' mesa, strong vertical turbulence in area of mesa edge. Rwy 09-27 grade -1.9% to near midpoint then +1.9%. Rwy 09-27 recommended tkf Rwy 27, land Rwy 09. ARFF restricted to FAR 139 design groups AI, AII, AIII, BI and BII. Glider, hang glider and helicopter ops on and invof arpt. No snow removal at ngt. Noise abatement procedures in effect call 970-728-5051. ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09, and Rwy 27, REIL Rwy 09 and Rwy 27-CTAF. Approach light system emergency use only 30 minutes after SS-1300Z± or 30 minutes before SR, whichever is later. Arpt lighting system emerg use only 30 minutes after sunset-1300Z± or 30 minutes before sunrise (whichever is later). Ldg fee.			
WEATHER DATA SOURCES: AWOS-3 118.325 (970) 728-1534.			
COMMUNICATIONS: CTAF/UNICOM 123.0			
RCO 122.15 (DENVER RADIO)			
DENVER APP/DEP CON 125.35			
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.			
CONES (L) VORW/DME 110.2 ETL Chan 39 N38°02.42' W108°15.52' 095° 17.4 NM to fld. 8460/12E.			
Unmonitored.			
ILS/DME 109.3 I-TEX Chan 30 Rwy 09. Localizer only. LOC unusable from 1 DME to thld. LOC unusable byd 20° either side of course. DME unusable 20° left and right of course.			
THURMAN		N39°41.90' W103°12.90' NOTAM FILE DEN.	WICHITA
(L) VORTACW 112.9 TXC Chan 76 207° 33.0 NM to Limon Muni. 4893/12E.			H-5A, L-10G
TOBE		N37°15.52' W103°36.00' NOTAM FILE DEN.	WICHITA
(L) VORTACW 111.2 TBE Chan 49 258° 35.5 NM to Perry Stokes. 5730/12E.			H-5A, L-15A
TRINIDAD			
PERRY STOKES		(TAD) 10 NE UTC-7(-6DT) N37°15.56' W104°20.44'	DENVER
5762 B FUEL 100LL, JET A NOTAM FILE TAD			H-5A, L-10F, 15A
RWY 09-27: 5500X100 (TURF-GRVL)			IAP
RWY 09: Tree.			
RWY 03-21: H5498X100 (ASPH) S-37, D-50 MIRL 0.4% up SW			
RWY 03: PAPI(P2L) GA 3.0° TCH 36'.		RWY 21: PAPI(P2L) GA 3.0° TCH 38'. Trees.	
AIRPORT REMARKS: Attended Mon-Sat 1500-0100Z±. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 09-27 has +3'-6' bushes on edge both sides of rwy along entire length, +40' trees 846' from thld Rwy 09 and 137' right. Rwy 09 +4' bushes, +3' posts within 100' of rwy end on both sides of center. Rwy 09-27 has rough and uneven asphalt at intersection with Rwy 03-21. Rwy 09-27 soft when wet. Rwy 03-15 terrain within 50' on both sides of rwy. Rwy 09-27 various prairie dog holes throughout rwy. Twys have blue/white reflectors at pavement edge. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and Rwy 21-CTAF. PPR. See Special Notices-USAf 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.			
WEATHER DATA SOURCES: ASOS 119.025 (719) 845-1156.			
COMMUNICATIONS: CTAF/UNICOM 122.8			
DENVER CENTER APP/DEP CON 128.375			
TRINIDAD RCO 122.2 (DENVER RADIO)			
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.			
TOBE (L) VORTACW 111.2 TBE Chan 49 N37°15.52' W103°36.00' 258° 35.5 NM to fld. 5730/12E.			
TRINIDAD NDB (HW) 329 TAD N37°18.37' W104°20.00' 177° 2.8 NM to fld. NOTAM FILE TAD. Unmonitored 0100-1500Z±.			
TRINIDAD		N37°18.37' W104°20.00' NOTAM FILE TAD.	DENVER
NDB (HW) 329 TAD 177° 2.8 NM to Perry Stokes. Unmonitored 0100-1500Z±.			L-10F, 15A
RCO 122.2 (DENVER RADIO)			

APP CRS **093°**  
 Rwy Idg **6870**  
 TDZE **9061**  
 Apt Elev **9078**

**GPS RWY 9**  
 TELLURIDE RGNL (TEX)

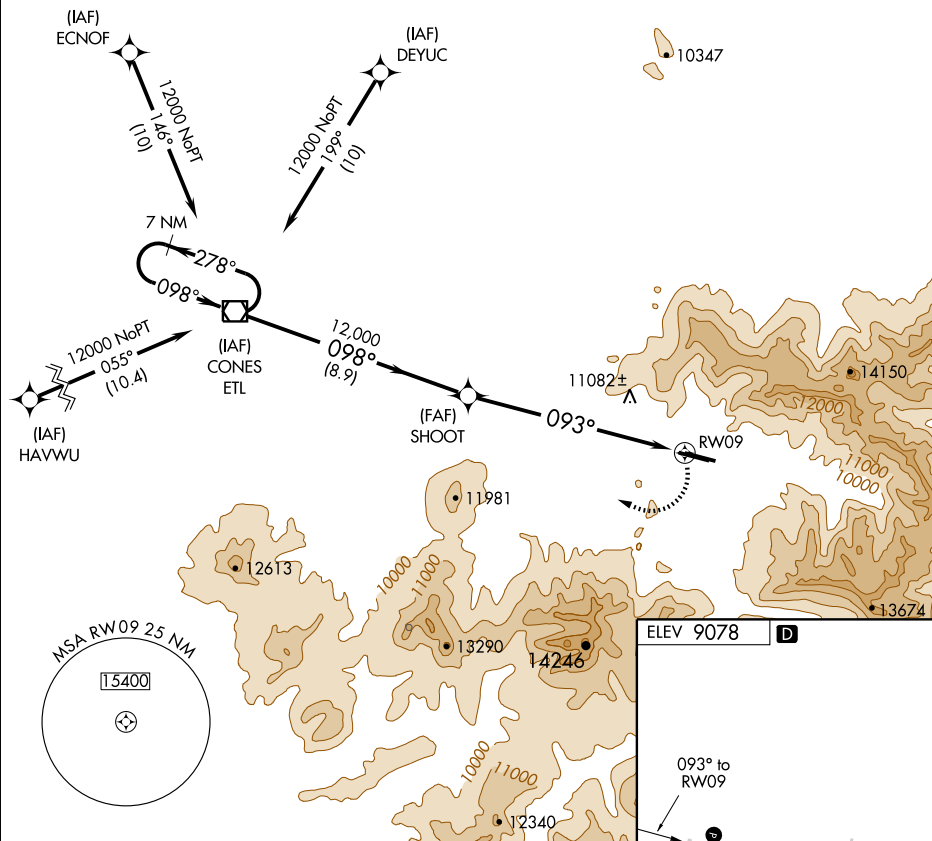
**▼** Procedure not authorized at night.  
**▲ NA** Circling not authorized north of Rwy 9-27.

MISSED APPROACH: Climbing right turn to 13,000 direct ETL VOR/DME and hold.

AWOS-3  
**118.325**

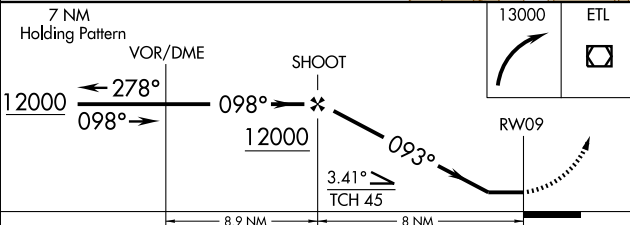
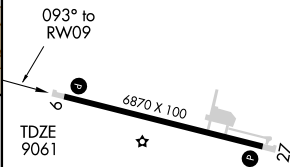
DENVER CENTER  
**125.35 354.05**

UNICOM  
**123.0 (CTAF) 0**



ELEV 9078

**D**



CATEGORY	A	B	C	D
S-9	11,600-2	2539 (2600-2)	NA	NA
CIRCLING	11,600-2	2522 (2600-2)	NA	NA

REIL Rwy 9 and 27 **0**  
 MRL Rwy 9-27 **0**

LOC/DME I-TEX <b>109.3</b> Chan <b>30</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev	<b>6870</b> <b>9037</b> <b>9070</b>
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# LOC/DME RWY 9

TELLURIDE RGNL (TEX)

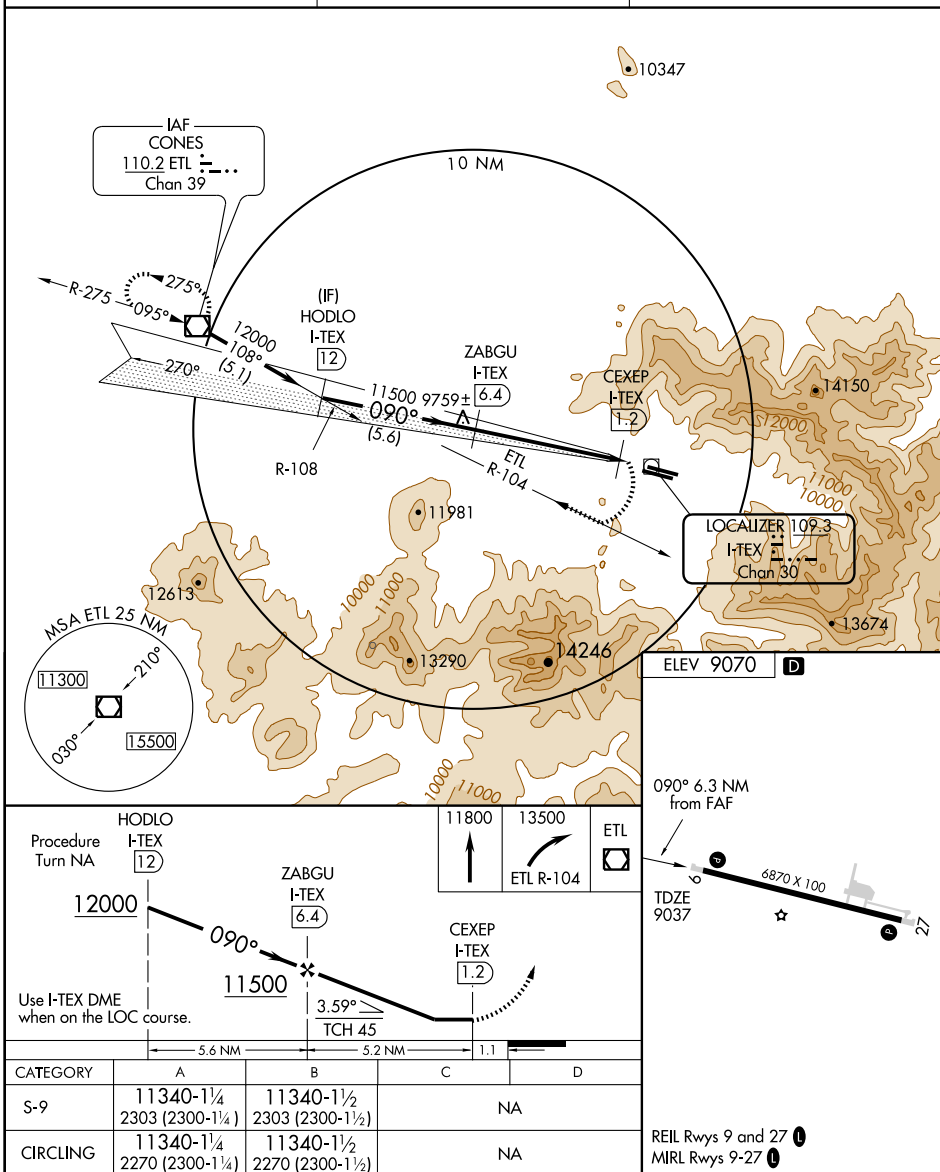
- ▼ Circling NA north of Rwy 9-27.  
Procedure NA at night.  
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11800 then climbing right turn to 13500 via ETL VOR/DME R-104 to ETL VOR/DME and hold.

AWOS-3  
**118.325**

DENVER CENTER  
**125.35 354.05**

UNICOM  
**123.0 (CTAF) ①**



SW-1, 23 SEP 2010 to 21 OCT 2010

SW-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME ETL <b>110.2</b> Chan <b>39</b>	APP CRS <b>095°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>9078</b>
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# VOR/DME or GPS-A

TELLURIDE RGNL (TEX)

**▼** Obtain local altimeter setting on CTAF; if not received procedure not authorized. Procedure not authorized at night. Circling not authorized north of runway 9-27.

**▲ NA**

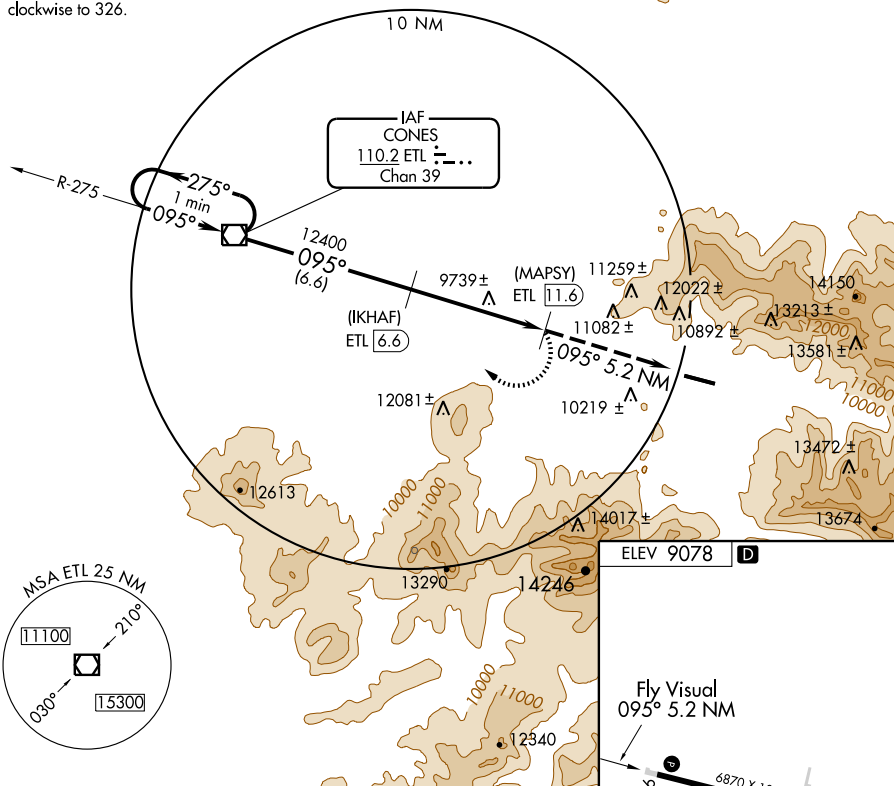
**MISSED APPROACH:** Immediate climbing right turn to 14,000 via ETL R-095 to ETL VOR/DME and hold.

AWOS-3  
**118.325**

DENVER CENTER  
**125.35 354.05**

UNICOM  
**123.0 (CTAF) 0**

NoPt for arrivals on ETL  
VOR/DME radials 235  
clockwise to 326.

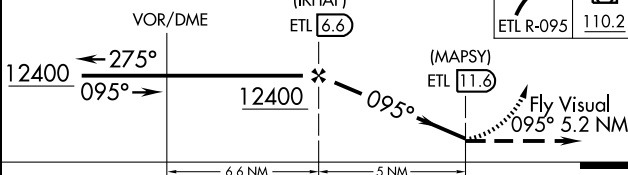


ELEV 9078 **D**

Fly Visual  
095° 5.2 NM



One Minute  
Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	12380-6	3294 (3300-6)		NA

REIL Rwy 9 and 27 **0**  
MIRL Rwy 9-27 **0**

TELLURIDE, COLORADO

Orig-A 09351

37°57'N -107°55'W

# VOR/DME or GPS-A

240		COLORADO	
STEVENS FLD		(See PAGOSA SPRINGS)	
SUNLIGHT MOUNTAIN		5SM N39°25.53' W107°22.75'/10603.	DENVER
AWOS-3 126.075 970-384-3380.		AWOS visibility unreliable indef.	H-3E, L-9E
TELLURIDE RGNL		(TEX) 5 W UTC-7(-6DT) N37°57.23' W107°54.51'	DENVER
9070 B FUEL 100, JET A OX 1, 2, 3, 4 TPA-10484(1414) Class I, ARFF Index A			H-3E, L-9E
NOTAM FILE TEX			IAP
RWY 09-27: H6870X100 (ASPH-GRVD) S-45, D-62 MIRL			
RWY 09: REIL. PAPI(P4L)-GA 3.5° TCH 45'. Hill. Rgt tfc.		RWY 27: REIL. PAPI(P4L)-GA 4.0° TCH 45'. Hill.	
RUNWAY DECLARED DISTANCE INFORMATION			
RWY 09: TORA-6870 TODA-6870 ASDA-6870 LDA-6870			
RWY 27: TORA-6870 TODA-6870 ASDA-6870 LDA-6870			
AIRPORT REMARKS: Attended 1400-sunset plus 30 minutes. Arpt CLOSED 30 minutes after SS until 1300Z± or 30 minutes before SR whichever is later. Pilots operating after curfew will be prosecuted. Rising terrain all quadrants. Arpt on 1000' mesa, strong vertical turbulence in area of mesa edge. Rwy 09-27 grade -1.9% to near midpoint then +1.9%. Rwy 09-27 recommended tkf Rwy 27, land Rwy 09. ARFF restricted to FAR 139 design groups AI, AII, AIII, BI and BII. Glider, hang glider and helicopter ops on and invof arpt. No snow removal at ngt. Noise abatement procedures in effect call 970-728-5051. ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09, and Rwy 27, REIL Rwy 09 and Rwy 27-CTAF. Approach light system emergency use only 30 minutes after SS-1300Z± or 30 minutes before SR, whichever is later. Arpt lighting system emerg use only 30 minutes after sunset-1300Z± or 30 minutes before sunrise (whichever is later). Ldg fee.			
WEATHER DATA SOURCES: AWOS-3 118.325 (970) 728-1534.			
COMMUNICATIONS: CTAF/UNICOM 123.0			
RCO 122.15 (DENVER RADIO)			
DENVER APP/DEP CON 125.35			
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.			
CONES (L) VORW/DME 110.2 ETL Chan 39 N38°02.42' W108°15.52' 095° 17.4 NM to fld. 8460/12E.			
Unmonitored.			
ILS/DME 109.3 I-TEX Chan 30 Rwy 09. Localizer only. LOC unusable from 1 DME to thld. LOC unusable byd 20° either side of course. DME unusable 20° left and right of course.			
THURMAN		N39°41.90' W103°12.90' NOTAM FILE DEN.	WICHITA
(L) VORTACW 112.9 TXC Chan 76 207° 33.0 NM to Limon Muni. 4893/12E.			H-5A, L-10G
TOBE		N37°15.52' W103°36.00' NOTAM FILE DEN.	WICHITA
(L) VORTACW 111.2 TBE Chan 49 258° 35.5 NM to Perry Stokes. 5730/12E.			H-5A, L-15A
TRINIDAD			
PERRY STOKES		(TAD) 10 NE UTC-7(-6DT) N37°15.56' W104°20.44'	DENVER
5762 B FUEL 100LL, JET A NOTAM FILE TAD			H-5A, L-10F, 15A
RWY 09-27: 5500X100 (TURF-GRVL)			IAP
RWY 09: Tree.			
RWY 03-21: H5498X100 (ASPH) S-37, D-50 MIRL 0.4% up SW			
RWY 03: PAPI(P2L) GA 3.0° TCH 36'.		RWY 21: PAPI(P2L) GA 3.0° TCH 38'. Trees.	
AIRPORT REMARKS: Attended Mon-Sat 1500-0100Z±. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 09-27 has +3'-6' bushes on edge both sides of rwy along entire length, +40' trees 846' from thld Rwy 09 and 137' right. Rwy 09 +4' bushes, +3' posts within 100' of rwy end on both sides of center. Rwy 09-27 has rough and uneven asphalt at intersection with Rwy 03-21. Rwy 09-27 soft when wet. Rwy 03-15 terrain within 50' on both sides of rwy. Rwy 09-27 various prairie dog holes throughout rwy. Twys have blue/white reflectors at pavement edge. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and Rwy 21-CTAF. PPR. See Special Notices-USAf 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.			
WEATHER DATA SOURCES: ASOS 119.025 (719) 845-1156.			
COMMUNICATIONS: CTAF/UNICOM 122.8			
DENVER CENTER APP/DEP CON 128.375			
TRINIDAD RCO 122.2 (DENVER RADIO)			
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.			
TOBE (L) VORTACW 111.2 TBE Chan 49 N37°15.52' W103°36.00' 258° 35.5 NM to fld. 5730/12E.			
TRINIDAD NDB (HW) 329 TAD N37°18.37' W104°20.00' 177° 2.8 NM to fld. NOTAM FILE TAD. Unmonitored 0100-1500Z±.			
TRINIDAD		N37°18.37' W104°20.00' NOTAM FILE TAD.	DENVER
NDB (HW) 329 TAD 177° 2.8 NM to Perry Stokes. Unmonitored 0100-1500Z±.			L-10F, 15A
RCO 122.2 (DENVER RADIO)			

NDB TAD <b>329</b>	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>5761</b>
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**NDB-A**  
TRINIDAD/PERRY STOKES (TAD)

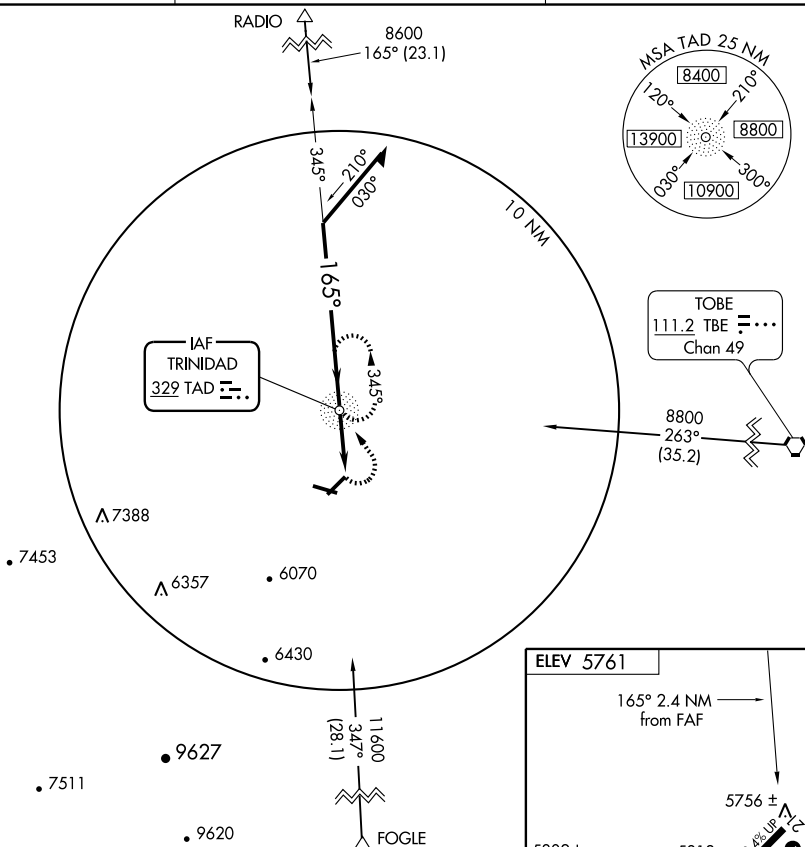


MISSED APPROACH: Climbing left turn to 7600 direct TAD NDB and hold.

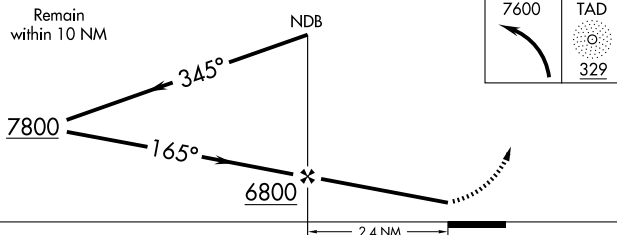
ASOS  
**119.025**

DENVER CENTER  
**128.375 379.95**

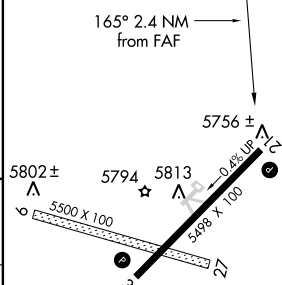
UNICOM  
**122.8 (CTAF)**



Remain  
within 10 NM



ELEV 5761



MRL Rwy 3-21

CATEGORY	A	B	C	D	FAF to MAP 2.4 NM					
CIRCLING	6200-1	6220-1	6220-1½	6360-2	Knots	60	90	120	150	180
	439 (500-1)	459 (500-1)	459 (500-1½)	599 (600-2)	Min:Sec	2:24	1:36	1:12	0:58	0:48

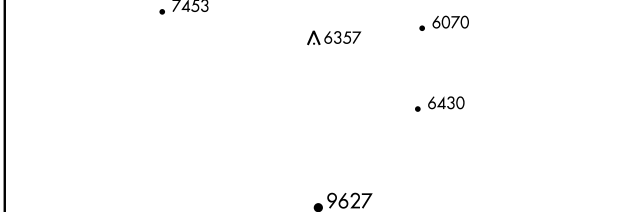
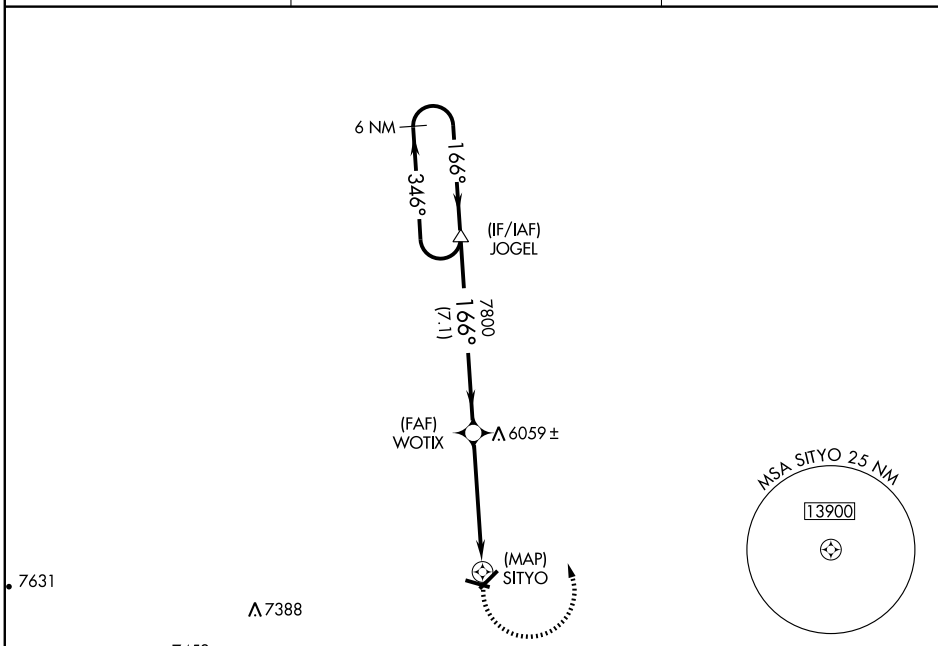
APP CRS <b>166°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>5761</b>
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# RNAV (GPS)-B

TRINIDAD/PERRY STOKES (TAD)

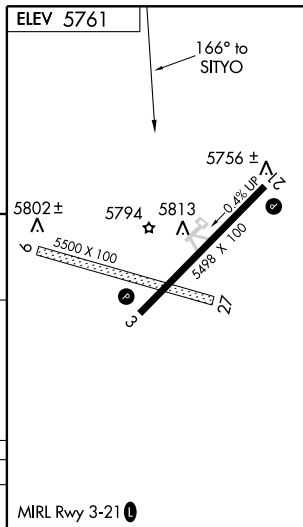


DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 8500  
direct JOGEL WP and hold.ASOS  
**119.025**DENVER CENTER  
**128.375 379.95**UNICOM  
**122.8 (CTAF)**

\*JOGEL arrivals descend to 8500  
in JOGEL holding pattern prior to  
commencing approach.

CATEGORY	A	B	C	D
CIRCLING	6300-1	539 (600-1)	6300-1½ 539 (600-1½)	6360-2 599 (600-2)





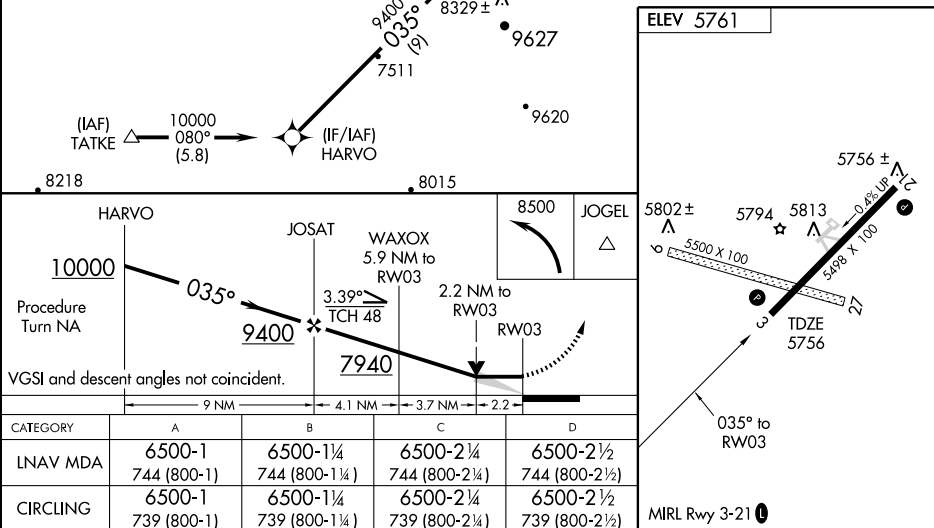
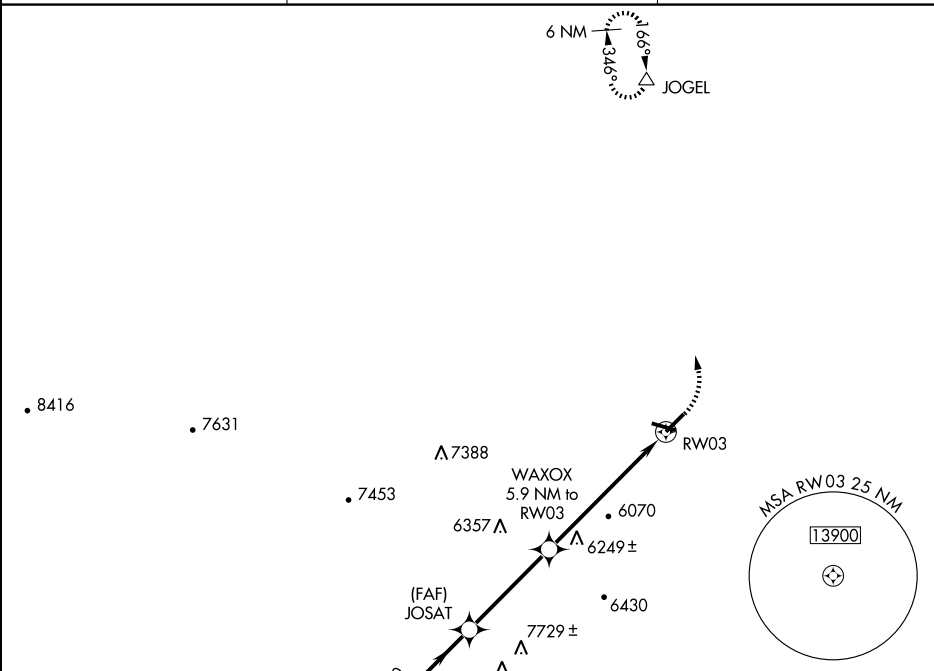
## RNAV (GPS) RWY 3

TRINIDAD/ PERRY STOKES (TAD)

APP CRS <b>035°</b>	Rwy Idg <b>5498</b>
	TDZE <b>5756</b>
	Apt Elev <b>5761</b>

<p><b>NA</b></p> <p>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climbing left turn to 8500 direct JOGEL WP and hold.</p>
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ASOS <b>119.025</b>	DENVER CENTER <b>128.375 379.95</b>	UNICOM <b>122.8 (CTAF) 0</b>
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**USAF ACADEMY AFLD** (AFF) N38°58.18'W104°48.77' NOTAM FILE DEN.

DENVER

AIRSPACE: CLASS D airspace operates from Mon–Fri SR–SS. Sat 1400–2100Z†. Closed Sun and holidays.  
Other times class G.

L-10F

**VANCE BRAND** (See LONGMONT)

**WALDEN–JACKSON CO** (33V) 1 NE UTC–7(–6DT) N40°45.02' W106°16.29'

CHEYENNE

8153 B FUEL JET A NOTAM FILE DEN

H-3F, 5A, L-9E, 11E

RWY 04–22: H5901X75 (ASPH) S-25 MIRL

IAP

RWY 17–35: 4020X100 (TURF)

RWY 17: Fence. RWY 35: Road.

**AIRPORT REMARKS:** Attended on call. Phone 970–723–4660 or 970–723–4481 or 970–846–6971. Rwy 04 +20' powerline 660' from rwy end 750' left of extended centerline. Rwy 04 has –50' dropoff 450' from thld. Radio controlled model acft opr on arpt at SE corner. Occasional deer and antelope on rwys. Rwy 35 +4' fence at thld on centerline, tops of fence posts painted yellow. Rwy 17–35 marked with inoperable rwy edge lgts and orange cones. Rwy 22 number located 125' from pavement end. Restrooms avbl May–Sep on arpt. ACTIVATE MIRL Rwy 04–22—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 118.625 (970) 723–4513.

**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 126.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

KREMMLING (H) VORW/DME 113.8 RLG Chan 85 N40°00.16' W106°26.55' 356° 45.5 NM to fld. 9370/14E.

## WALSENBURG

**SPANISH PEAKS AIRFIELD** (4V1) 5 N UTC–7(–6DT) N37°41.80' W104°47.11'

DENVER

6047 FUEL 100LL NOTAM FILE DEN

L-10F, 15A

RWY 08–26: H4896X60 (ASPH) S-5 LIRL (NSTD)

RWY 08: Thld dsplcd 419'. Road. RWY 26: Fence.

RWY 03–21: 2500X40 (TURF-DIRT)

RWY 03: Road.

**AIRPORT REMARKS:** Attended irregularly. 24 hr credit card fuel avbl. Arpt CLOSED to acft over 12,500 pounds. Rwy 03–21 CLOSED except PPR etc arpt manager prior to use 719–742–5323 or 719–859–5323. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 03 first 1000' has ruts and bumps. Rwy 03 rough and not well maintained. Rwy 08–26 NSTD MIRL 4509' lighted. ACTIVATE NSTD LIRL Rwy 08–26—CTAF. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS–3 123.6 (719) 738–1053.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PUB.

PUEBLO (H) VORTACW 116.7 PUB Chan 114 N38°17.66' W104°25.77' 192° 39.6 NM to fld. 4759/13E.

## WESTCLIFFE

**SILVER WEST** (C08) 9 SE UTC–7(–6DT) N38°00.67' W105°22.37'

DENVER

8290 FUEL 100LL NOTAM FILE DEN

H-3F, 5A, L-10F

RWY 13–31: H7000X55 (ASPH)

RWY 31: Ground.

**AIRPORT REMARKS:** Unattended. 24 hr self serve fuel. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Occasional deer and elk on Rwy 13–31. Rwy 13–31 has varying terrain heights from –5 to +12' along full length of rwy inside of primary surface. Rwy 13–31 has +15' Highway 120' W of and parallel to centerline full length, +4' fence 100' W of and parallel to centerline full length. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALS.

ALAMOSA (H) VORTACW 113.9 ALS Chan 86 N37°20.95' W105°48.93' 015° 44.9 NM to fld. 7535/13E.

**WESTWINDS** (See DELTA)

**WILKERSON PASS** 4BM N39°02.93' W105°30.73'/11279

DENVER

AWOS–3 132.3 303–512–4418.

L-10F

**WOLF CREEK PASS** CPW N37°27.87' W106°48.27'/11760.

DENVER

AWOS–3 121.125 970–264–2180.

L-9E

APP CRS <b>152°</b>	Rwy Idg TDZE Apt Elev <b>8153</b>	N/A N/A
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# RNAV (GPS)-A

WALDEN-JACKSON COUNTY (33V)

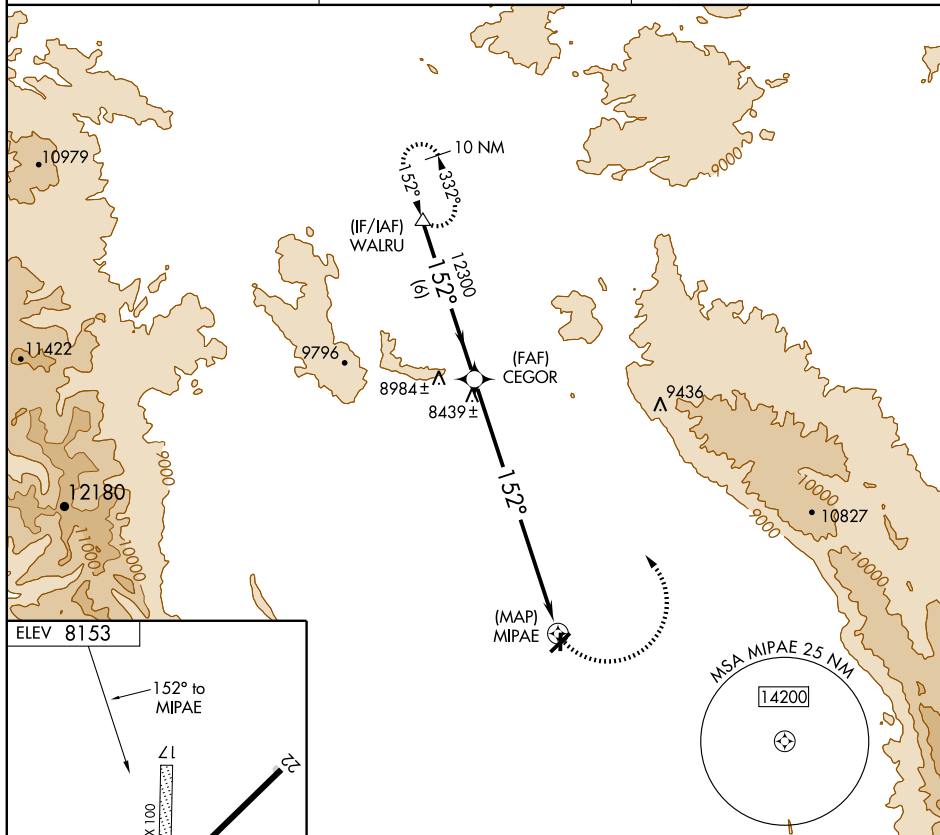
▼ When local altimeter setting not received, procedure NA.  
 ▲ NA Circling NA southeast of Rwy 4-22.  
 Circling to Rwy 17 and 35 NA.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 14200 direct  
 WALRU and hold, continue climb-in-hold to 14200.

AWOS-3  
**118.625**

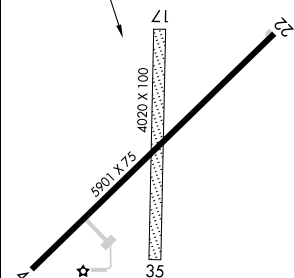
DENVER CENTER  
**126.5 371.85**

CTAF  
**122.9 0**

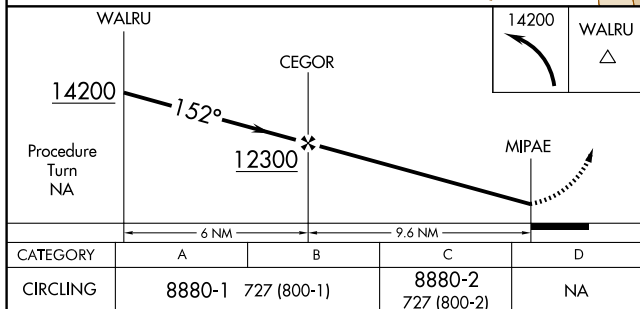


ELEV 8153

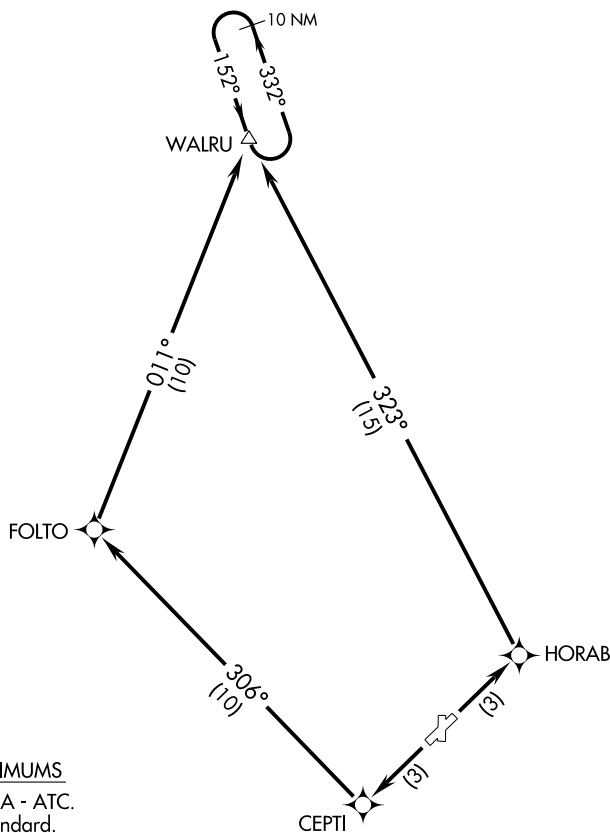
152° to  
 MIPAE



MIRL Rwy 4-22 0



AWOS-3  
 118.625  
 DENVER CENTER  
 126.5 371.85  
 CTAF 122.9



TAKE-OFF MINIMUMS

Rwy 17, 35: NA - ATC.  
 Rwy 4, 22: Standard.

NOTE: Rwy 22: Pole, 570' from DER, 339' right of centerline, 58' AGL/8174' MSL.

NOTE: GPS Required.

NOTE: RNAV 1

NOTE: Chart not to scale.



**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RUNWAY 4: Climb to 14200 direct HORAB, then via 323° track to WALRU, thence....

TAKE-OFF RUNWAY 22: Climb to 14200 direct CEPTI, then via 306° track to FOLTO, then via 011° track to WALRU, thence....

....continue climb in WALRU holding pattern until at or above MEA before proceeding on course.

**WRAY MUNI** (2V5) 2 NW UTC-7(-6DT) N40°06.02' W102°14.46'

**CHEYENNE**

3667 B S4 **FUEL** 100LL NOTAM FILE DEN

**H-5A, L-10G**

**RWY 17-35:** H5400X75 (ASPH) S-16 MIRL 0.7% up N

**IAP**

**RWY 17:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. **RWY 35:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z†, Sat 1500-1900Z†. 24 hr self serve fuel avbl. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Putting greens and 4' fences 50' right and 75' left of rwy centerline. Twy marked with blue reflectors. **ACTIVATE MIRL Rwy 17-35 CTAF.** See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**WEATHER DATA SOURCES:** AWOS-3 118.250 (970) 332-5930.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **DENVER CENTER APP/DEP CON** 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLD.

**GOODLAND (H) VORTACW** 115.1 GLD Chan 98 N39°23.27' W101°41.54' 317° 49.7 NM to fld. 3650/12E.

**HIWAS**

**YAMPA VALLEY** (See HAYDEN)

**YUMA MUNI** (2V6) 1 SE UTC-7(-6DT) N40°06.25' W102°42.78'

**CHEYENNE**

4136 B S4 **FUEL** 100LL NOTAM FILE DEN

**L-10G**

**RWY 16-34:** H4200X75 (CONC) MIRL S-12.5

**RWY 16:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.

**RWY 34:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road. Rgt tfc.

**RWY 12-30:** 2900X40 (ASPH-GRVL)

**RWY 12:** Road. Rgt tfc.

**RWY 30:** Road.

**AIRPORT REMARKS:** Attended Mon-Sat dalgt hours. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 12-30 soft when wet. Center 360' Rwy 12-30 asphalt. Remainder gravel. Rwy 12 has +20' bldg 90' from thld, 213' right. Rwy 30 has -2' ditch at thld, +4' fence 50' from thld. Twys marked with blue and yellow reflectors. MIRL Rwy 16-34 preset med ints dusk-dawn, **ACTIVATE PAPI Rwy 16, PAPI Rwy 34 and REIL Rwy 16, REIL Rwy 34—CTAF.** See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AKO.

**AKRON (H) VORW/DME** 114.4 AKO Chan 91 N40°09.33' W103°10.79' 085° 21.7 NM to fld. 4620/13E.

APP CRS **172°**  
Rwy ldg **5400**  
TDZE **3677**  
Apt Elev **3677**

# RNAV (GPS) RWY 17

WRAY MUNI (2V5)

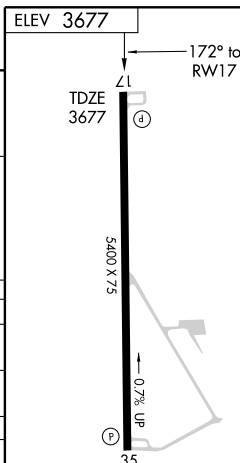
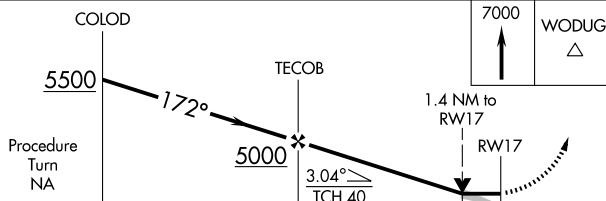
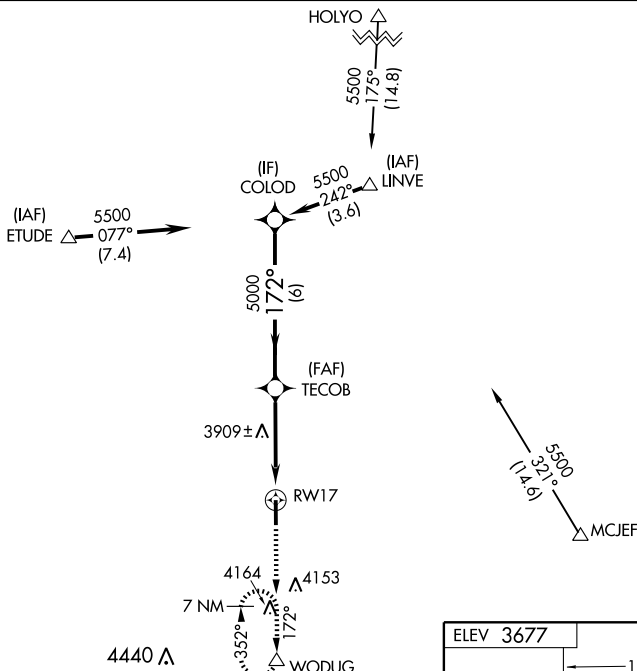
**NA** DME/DME RNP -0.3 NA.  
Obtain local altimeter setting on CTAF, when not received use Imperial, NE altimeter setting.  
VDP NA when using Imperial altimeter setting.

MISSED APPROACH: Climb to 7000 direct WODUG and hold, continue climb-in-hold to 7000.

AWOS-3  
**118.250**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	4160-1 483 (500-1)	4160-1 483 (500-1 1/4)	4160-1 1/2 483 (500-1 1/4)	4160-1 1/2 483 (500-1 1/2)
CIRCLING	4160-1 483 (500-1)	4160-1 1/2 483 (500-1 1/2)	4240-2 563 (600-2)	
IMPERIAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	4320-1 643 (700-1)	4320-1 3/4 643 (700-1 3/4)	4320-2 643 (700-2)	
CIRCLING	4320-1 643 (700-1)	4320-1 3/4 643 (700-1 3/4)	4360-2 1/4 683 (700-2 1/4)	

REIL Rwy 17 and 35 **0**  
MIRL Rwy 17-35 **0**

APP CRS  
**007°**

Rwy Idg  
**5400**

TDZE  
**3653**

Apt Elev  
**3677**

# RNAV (GPS) RWY 35

WRAY MUNI (2V5)

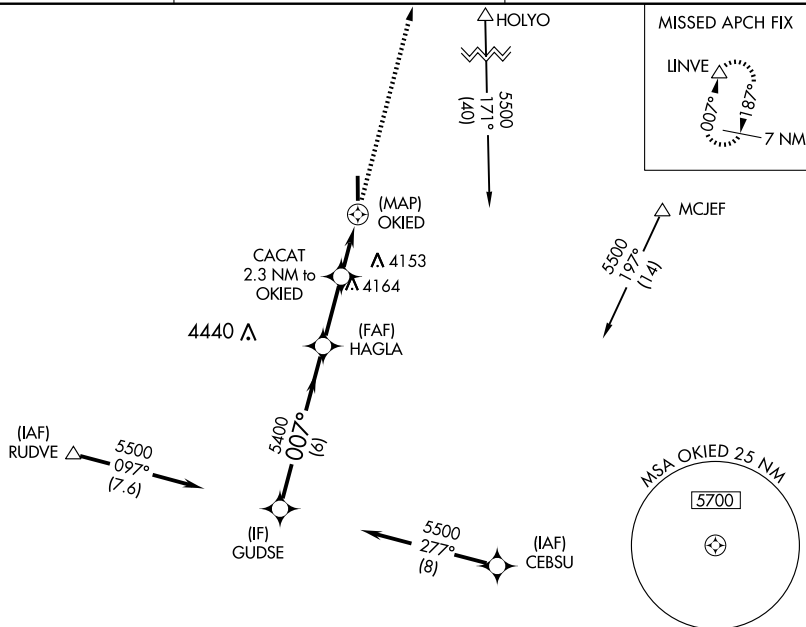
**NA** DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF, when not received use Imperial, NE altimeter setting. VDP NA when using Imperial altimeter setting.

MISSED APPROACH: Climb to 6500 direct LINVE and hold.

AWOS-3  
**118.250**

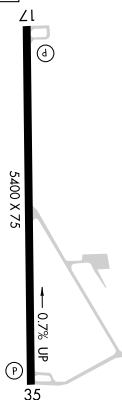
DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



GUDSE		HAGLA		CACAT 2.3 NM to OKIED		6500	LINVE △
5500		007°		5400		4560	
Procedure Turn NA		3.05° TCH 40		1.5 NM to OKIED		OKIED	
6 NM		2.6 NM		0.8		1.5	
0.5							
LNAV MDA	4320-1	667 (700-1)	4320-1 <sup>3</sup> / <sub>4</sub>	667 (700-1 <sup>3</sup> / <sub>4</sub> )	4320-2	667 (700-2)	
CIRCLING	4320-1	643 (700-1)	4320-1 <sup>3</sup> / <sub>4</sub>	643 (700-1 <sup>3</sup> / <sub>4</sub> )	4320-2	643 (700-2)	
IMPERIAL ALTIMETER SETTING MINIMUMS							
LNAV MDA	4460-1	807 (800-1)	4460-1 <sup>1</sup> / <sub>4</sub>	807 (800-1 <sup>1</sup> / <sub>4</sub> )	4460-2 <sup>1</sup> / <sub>4</sub>	807 (800-2 <sup>1</sup> / <sub>4</sub> )	
CIRCLING	4460-1	783 (800-1)	4460-1 <sup>1</sup> / <sub>4</sub>	783 (800-1 <sup>1</sup> / <sub>4</sub> )	4460-2 <sup>1</sup> / <sub>4</sub>	783 (800-2 <sup>1</sup> / <sub>4</sub> )	

ELEV 3677



REIL Rwy 17 and 35 0  
MIRL Rwy 17-35 0